SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

132

To Take Effect Monday, June 17, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

G. C. BAKER,
Assistant Superintendent of Transportation.

C. F. DONNATIN,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD

BROOKLYN SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 132 June 17, 1940	
	666	686	664	678	670	20	18	24	330	16			
	Freight	Local Freight	Freight	Local Freight	Freight	Klamath	Oregonian	Cascade	Rogue River	West Coast			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
Yd BKWOYPT	6.00PM		9.05AM		1.40AM	4.27PM	12.32PM	9.20AM	4.07AM	4.02AM	649.2	TO-R EUGENE YARD	
66 P	6.06		9.15		1.46	4.31	12.36	9.24	4.11	4.06	653.0	IRVING	3.8
66 P	6.17		**9.31**		1.57	4.38	12.43	**9.31**	4.18	4.13	659.9	SWAIN	6.9
25 WP						f 4.40			f		660.6	TO JUNCTION CITY	0.7
84 P	6.30		9.44		**2.10**	4.48	12.52	9.39	f 4.30	4.23	665.1	HARRISBURG	4.5
65 P	6.40		9.53		2.19	4.54	12.58	9.45	4.36	4.28	670.7	FOLK	5.6
91 P	6.50		9.59		2.26	f 4.59	1.02	9.49	f 4.41	4.33	673.8	TO HALSEY	3.1
102 WP	7.00		10.07		2.35	5.05	1.08	9.54	f 4.48	4.39	679.0	SHEDD	5.2
102 P	7.10		10.16		2.44	f 5.11	1.13	9.59	f 4.55	4.45	684.6	TANGENT	5.6
Albany Yd. P						5.16					689.9	PAGE	5.3
Albany Yd. BKW OYPT	7.25		**10.48**		2.58	s 5.23	s 1.22	10.09	s 5.15	s 4.59	690.9	TO-R ALBANY	1.0
96 P	**7.44**		11.00		3.10	5.33	1.32	10.19	5.25	5.09	695.4	MILLERSBURG	4.5
95 P	**8.24**		11.07		3.17	5.39	1.37	**10.25**	f 5.31	5.14	699.5	JEFFERSON	4.1
63 WP	8.35		11.15		3.25	f 5.45	1.42	10.31	f 5.37	5.19	704.2	TO MARION	4.7
106 P	8.55		11.22		3.35	5.52	1.49	10.38	f 5.45	5.26	710.7	TURNER	6.5
Salem Yard 62 P	9.10		11.33		3.46	5.59	1.56	10.45	5.53	5.34	717.4	PRINGLE	6.7
Salem Yard BKWOY P	9.15		11.36	11.00AM	3.49	s 6.07	s 2.02	10.48	s 6.00	s 5.42	718.2	TO-R SALEM	0.8
Salem Yard P											718.8	LEMROOK	0.6
Salem Yard 78 P	**9.23**		11.43	11.10	4.05	6.14	**2.09**	10.54	6.07	5.49	720.3	FAIR GROUNDS	1.5
85 P	9.35		11.47	11.15	4.09	6.17	2.12	10.57	6.10	5.52	722.2	LABISH	1.9
26 P									f 6.12		723.3	CHEMAWA	1.1
103 P	9.50		**11.55AM**	**11.55AM**	4.17	f 6.23	2.17	11.02	f 6.17	5.59	726.9	TO BROOKS	3.6
59 P	10.00		12.04PM	12.10PM	4.26	6.29			f		732.1	TO GERVAIS	5.2
Woodburn Yard 61 P	10.05		12.08	12.15	4.30	6.32	2.26	11.11	6.27	6.09	734.5	POPLAR	2.4
Woodburn Yard 50 WYP	10.10		12.09	12.30	4.31	s 6.35	2.27	11.12	s 6.32	6.14	735.2	TO WOODBURN	0.7
38 P				12.40		6.40			f 6.37		738.8	HUBBARD	3.6
65 P	10.29		12.19	12.50	4.42	**6.44**	2.36	11.21	6.41	6.23	741.6	HITO	2.8
10 P											743.2	AURORA	1.6
29 P											745.2	BARLOW	2.0
Canby Yard 36 WP	**10.45**		12.31	**1.14**	4.54	f 6.52	2.44	11.29	s 6.50	6.31	746.8	TO CANBY	1.6
Canby Yard 82 WYP	**11.11** **11.18**		12.32	1.20	4.55	**6.53**	2.45	11.30	6.51	6.32	747.4	FLANDER	0.6
(Spur 14)P											750.1	NEW ERA	2.7
64 P	11.30		12.41	1.35	5.04	6.59	2.52	11.36	6.58	6.39	750.8	COALCA	0.7
24 P											752.9	PULP	2.1
116 WP	11.42		**12.54**	2.05	5.15	s 7.10	3.01	11.45	s 7.10	f 6.48	755.5	TO OREGON CITY	2.6
											757.3	PARK PLACE	1.8
104 P	11.52		1.02	2.25	5.29	f 7.22	3.12	11.57AM	f 7.23	7.00	760.0	CLACKAMAS	2.7
69 P	11.59PM		1.09	2.35	5.36	7.27	3.17	12.02PM	**7.29**	7.06	764.1	EAST MILWAUKIE	4.1
Portland Yard P	12.05AM	7.20PM	1.11	2.40	5.38	7.29	3.19	12.04	7.31	7.11	765.2	WILLSBURG JCT.	1.1
Portland Yard 64											766.0	REED	0.8
Portland Yard 46 BKW OTP	12.10AM	7.25PM	1.15PM	2.50PM	5.45AM	**7.35**	3.21	12.06	7.35	**7.15**	766.9	TO-R BROOKLYN	0.9
Portland Yard IP						7.46	3.32	12.17	7.46	7.26	769.2	CLAY STREET	2.3
									s 7.50		769.7	EAST MORRISON ST.	0.5
BKIP						s 8.00PM	s 3.45PM	s 12.30PM	s 8.00AM	s 7.40AM	771.0	TO-R PORTLAND	1.3
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)	
	(6.10) 19.09	(0.05) 20.40	(4.10) 28.25	(3.50) 12.70	(4.05) 28.86	(3.33) 34.31	(3.13) 37.87	(3.10) 38.46	(3.53) 31.36	(3.38) 33.52		...............Time over District ....Average Speed per Hour	

A. B. S.

Double Track

No. 16 stop if necessary at Aurora and No. 18 reduce to 10 miles per hour at Oregon City to exchange mail.
Schedule time and train orders of Eastward first-class trains Eugene Yard apply at east switch Eugene siding opposite signals 6490-6491.
See page 7 for Tallman Branch trains using siding between Page and Albany and page 10 for Falls City Branch trains between Salem and Lemrock. Falls City Branch trains may run ahead of delayed Main Line first-class trains between Salem and Lemrock.
Eastward inferior trains may run ahead of delayed first-class trains Willsburg Junction to Brooklyn.

ADDITIONAL STATIONS

Hawley Pulp & Paper Co.	M. P. 752.2—27 cars
Haskell	M. P. 761.0— 7 cars

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20	Any station	Discharge		Eugene or beyond
16	Any Station	Discharge		Klamath Falls or beyond
24	Albany & Salem	Discharge		Davis or beyond
20	Chemawa	Discharge		Crescent Lake or beyond
20	East Morrison St.	Discharge revenue passengers.		

Time Table No. 132

June 17, 1940

		STATIONS		Distance from Portland	FIRST CLASS					SECOND CLASS				
					19	23	329	17	15	677	663	665	669	685
					Klamath	Cascade	Rogue River	Oregonian	West Coast	Local Freight	Freight	Freight	Freight	Local Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A. B. S.	TO-R	EUGENE YARD	3.8	121.8	11.43AM	8.46PM	11.48PM	12.57AM	1.33AM		4.20PM	10.05PM	2.50AM	
		IRVING	6.9	118.0	11.38	8.42	f 11.44	12.53	1.29		4.13	9.59	2.38	
		SWAIN	0.7	111.1										
	TO	JUNCTION CITY	4.5	110.4	f 11.28	8.33	s 11.32	12.44	1.20		4.00	9.46	2.20	
		HARRISBURG	5.6	105.9	11.20	8.26	s 11.22	12.37	1.12		3.51	9.38	**2.10**	
		FOLK	3.1	100.3	11.13	8.20	11.13	12.31	1.05		3.42	9.29	2.01	
	TO	HALSEY	5.2	97.2	f 11.09	8.17	s 11.09	12.28	1.01		3.36	9.23	1.55	
		SHEDD	5.6	92.0	11.03	8.11	s 10.59	12.22	12.54		3.27	9.04	1.45	
		TANGENT	5.3	86.4	10.58	8.06	s 10.49	12.17	12.48		3.18	8.55	1.35	
		PAGE	1.0	81.1	10.52	8.01	10.40	12.11	12.42					
	TO-R	ALBANY	4.5	80.1	s **10.48**	7.57	s 10.36	s 12.07AM	s 12.38		3.06	8.43	1.20	
		MILLERSBURG	4.1	75.6	10.32	**7.44**	10.17	11.54PM	12.27		2.54	8.31	1.07	
		JEFFERSON	4.7	71.5	**10.25**	7.39	s 10.11	11.49	12.22		2.47	**8.24**	12.57	
	TO	MARION	6.5	66.8	10.20	7.34	s 10.03	11.44	12.16		2.40	8.15	12.47	
		TURNER	6.7	60.3	10.13	7.27	s 9.52	11.37	12.09		2.30	8.05	12.37	
		PRINGLE	0.8	53.6	10.06	7.20	9.40	11.30	12.01AM		2.19	7.54	12.25	
	TO-R	SALEM	0.6	52.8	s 10.03	7.17	s 9.37	s 11.26	s 11.58PM	10.30AM	2.16	7.51	12.21	
		LEMROOK	1.5	52.2						10.25	2.14	7.49	12.18	
		FAIR GROUNDS	1.9	50.7	9.52	7.10	**9.23**	11.18	11.50	10.20	**2.09**	7.44	12.13	
		LA BISH	1.1	48.8	9.49	7.07	9.17	11.15	11.47	10.16	1.58	7.40	12.09	
		CHEMAWA	3.6	47.7			s 9.15							
	TO	BROOKS	5.2	44.1	9.44	7.02	s 9.09	11.10	11.41	10.08	1.50	7.32	12.01AM	
	TO	GERVAIS	2.4	38.9			s 9.00			9.59	1.41	7.23	11.52PM	
		POPLAR	0.7	36.5										
	TO	WOODBURN	3.6	35.8	s **9.33**	6.52	s 8.52	11.00	11.29	**9.33**	1.36	7.18	11.45	
		HUBBARD	2.8	32.2			s							
		HITO	1.6	29.4	9.24	**6.44**	8.34	10.53	11.20	8.50	1.25	7.06	11.30	
		AURORA	2.0	27.8			s 8.31							
		BARLOW	1.6	25.8			f							
	TO	CANBY	0.6	24.2	f 9.15	6.35	s 8.23	**10.45**	11.12	8.35	**1.14**	6.54	11.19	
		FLANDER	2.7	23.6	9.14	6.34	8.20	10.44	**11.11**	8.30	1.13	**6.53**	**11.18**	
		NEW ERA	0.7	20.9										
		COALCA	2.1	20.2	9.07	6.28	8.13	10.38	**11.04**	8.15	1.05	6.41	**11.04**	
		PULP	2.6	18.1										
	TO	OREGON CITY	1.8	15.5	f 8.57	6.19	s 7.55	10.29	10.55	7.55	**12.54**	6.31	10.46	
		PARK PLACE	2.7	13.7			f							
		CLACKAMAS	4.1	11.0	8.45	6.09	s 7.44	10.19	10.44	7.40	12.37	6.18	10.33	
		EAST MILWAUKIE	1.1	6.9			f			**7.29**	12.30	6.11	10.26	
		WILLSBURG JCT.	0.8	5.8	8.37	6.02	7.37	10.12	10.37	7.20	12.28	6.09	10.24	11.35PM
		REED	0.9	5.0										
	TO-R	BROOKLYN	2.3	4.1	8.35	6.00	**7.35**	10.10	10.35	**7.15**AM	12.25PM	6.05PM	10.20PM	11.30PM
Double Track		CLAY STREET	0.5	1.8	8.25	5.50	7.25	10.00	10.25					
		EAST MORRISON ST.	1.3	1.3	s 8.22		s 7.22		s 10.22					
	TO-R	PORTLAND		0.0	8.15AM	5.40PM	7.15PM	9.50PM	10.15PM					
		(121.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District			(3.28)	(3.06)	(4.33)	(3.07)	(3.18)	(3.15)	(3.55)	(4.00)	(4.30)	(0.05)
		Average Speed per Hour			34.13	39.29	26.77	39.09	36.90	14.98	30.05	29.42	26.16	20.40

On request of postal clerk No. 19 reduce speed at Gervais, Shedd, Halsey, Harrisburg and Junction City to permit safe dispatch of U. S. mail.

No. 17 reduce to 10 M. P. H. at Oregon City to exchange mail.

See page 7 for Tallman Branch trains using siding between Albany and Page, and page 10 for Falls City Branch trains between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed Main Line first-class trains between Salem and Lemrock.

Schedule time and train orders of Westward first-class trains Brooklyn apply at crossover which enters yard just west of telegraph office.

ADDITIONAL STATIONS

Hawley Pulp & Paper Co.	M. P. 752.2	27 cars
Haskell	M. P. 761.0	7 cars

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
19	Clackamas, Hubbard Brooks, Chemawa, Turner, Jefferson & Harrisburg	Revenue	Eugene	Portland
329	Any Station	Receive	Eugene	
15	Any Station	Receive	Klamath Falls	
15	Woodburn	Discharge		N and E of Portland
23	Salem & Albany	Receive	Berkeley	
17	East Morrison St.	Receive	Klamath Falls	

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 132 June 17, 1940	Distance from Eugene Yard	FIRST CLASS					SECOND CLASS		
	668 Freight	**624** Freight	**662** Freight	**20** Klamath	**18** Oregonian	**24** Cascade	**16** West Coast	**330** Rogue River		**STATIONS**		**17** Oregonian	**15** West Coast	**19** Klamath	**23** Cascade	**329** Rogue River	**661** Freight	**623** Freight	**667** Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
155 Term Yd. YBKWOP	1.45 PM		2.15 AM	1.00 PM	9.20 AM	6.15 AM	12.35 AM	—	528.6	TO-R CRESCENT LAKE 3.5	96.9	4.30 AM	s 5.10 AM	s 3 55 PM	12.15 AM		8.00 AM		7.00 PM
96 P	1.55		2.25	f 1.05	9.25	6.20	12.40		532.1	ODELL LAKE 4.6	93.4	4.23	5.02	f 3.47	12.08 AM		7.50		6.50
150 Yd. WYP	2.05		2.35	f 1.13	9.32	6.27	f 12.48		536.7	TO CASCADE SUMMIT 4.1	88.8	4.15	4.55	f 3.40	11.59 PM		7.30		6.40
118 P	2.23		2.50	1.23	9.40	6.36	12.57		540.8	ABERNETHY 5.2	84.7	3.55	4.37	3.23	11.45		7.07		6.10
102 WP	2.40		3.06	1.34	9.51	**6.47**	1.08		546.0	TO CRUZATTE 5.3	79.5	3.43	4.25	3.10	11.33		**6.47**		5.50
112 P	**2.58**		**3.31**	1.46	10.02	6.58	1.19		551.3	FRAZIER 3.5	74.2	**3.31**	4.13	**2.58**	11.21		6.20		5.30
105 YP	3.13		**4.03**	1.55	10.11	7.07	1.28		554.8	FIELDS 5.6	70.7	3.21	**4.03**	2.47	11.11		6.00		5.15
113 WP	3.33		4.30	2.08	10.23	7.19	1.40		560.4	TO WICOPEE 3.8	65.1	3.09	3.50	2.35	10.58		5.40		4.55
103 P	3.45		**5.05**	**2.21**	10.31	7.27	1.48		564.2	HEATHER 5.1	61.3	3.00	3.40	**2.21**	10.49		**5.05**		4.29
104 WP	**4.15**		5.25	2.34	10.41	7.38	f 1.59		569.3	TO McCREDIE SPRINGS 6.0	56.2	2.48	3.29	2.07	10.38		4.40		**4.15**
110 P	4.35		5.40	2.46	10.53	7.50	2.11		575.3	PRYOR 5.2	50.2	2.37	3.16	1.53	10.26		4.25		4.00
123 Term YardBKWOYP	4.55		5.55	s 3.00	11.04	8.01	s **2.23**		580.5	TO-R OAKRIDGE 2.2	45.0	**2.23**	f 3.05	s 1.42	10.14		4.10		3.45
P							f		582.7	TO WESTFIR 0.8	42.8			f					
64 P	5.01		6.02	3.04	11.08	8.05	2.30		583.5	HEMLOCK 2.1	42.0	2.16	2.56	1.26	10.03		3.32		3.12
55 P	5.12		6.06	**3.07**	11.11	8.08	2.33		585.6	LOOKOUT 5.3	39.9	2.13	2.53	1.22	10.00		3.28		**3.07**
77 P	5.22		6.15	3.15	11.18	8.15	**2.45**		590.9	LAWLER 1.2	34.6	2.06	**2.45**	1.15	9.53		3.19		2.55
(Spur 9) P									592.1	ARMET 3.8	33.4								
58 P	5.31		6.24	3.22	11.25	8.22	2.53		595.9	RESERVE 4.9	29.6	1.59	2.37	1.07	9.46		3.10		2.44
105 WP	5.40		6.33	3.29	11.32	8.29	**3.01**		600.8	CARTER 2.5	24.7	1.52	2.30	12.59	9.39		**3.01**		2.35
25 P									603.3	LOWELL 2.1	22.2			f					
103 P	5.50		6.42	f 3.39	11.39	8.36	3.10		605.4	PENGRA 3.0	20.1	1.45	2.22	f 12.50	9.32		2.45		2.15
									608.4	FALL CREEK 1.7	17.1								
58 P	5.59		6.50	3.45	11.46	8.42	3.18		610.1	HILLS 1.8	15.4	1.38	2.15	12.40	9.25		2.37		2.07
30 P									611.9	JASPER 2.2	13.6								
105 P	6.07		6.59	3.51	11.51	8.47	3.24		614.1	NATRON 3.9	11.4	1.33	2.09	12.33	9.19		2.30		2.00
Springfield Yard (Spur 29) P									618.0	R MOHAWK JCT. 1.4	7.5								
Springfield Yard 106 WYP	6.17		7.10	3.58	11.58 AM	8.54	3.32		619.4	TO-R SPRINGFIELD 1.2	6.1	1.26	2.02	s 12.25	9.12		2.20		1.50
(Spur 81) YP	6.20	12.55 PM	7.13	4.01	12.01 PM	8.57	3.35	3 25 AM	620.6 644.3	R SPRINGFIELD JCT. 3.0	4.9	1.23	1.59	12.20	9.09	12.24 AM	2.17	8.00 AM	1.47
Eugene Yard 32 BKWP				s 4.10 4.20	s **12.10** - **12.25**	s 9.06 - 9.13	s **3.45** **3.55**	s **3.35** **4.00**	647.3	TO-R EUGENE 1.9	1.9	1.14 s 1.04	1.50 s 1.40	**12.10** PM s **11.50** AM	9.00 s 8.53	12.15 AM s 11.55 PM			
Eugene Yard BKW OTYP	6.40 PM	1.15 PM	7.30 AM	4.27 PM	12.32 PM	9.20 AM	4.02 AM	4.07 AM	649.2	TO-R EUGENE YARD	0.0	12.57 AM	1.33 AM	11.43 AM	8.46 PM	11.48 PM	2.00 AM	7.40 AM	1.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(96.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.55) 19.71	(0.20) 14.70	(5.15) 18.46	(3.27) 28.09	(3.12) 30.28	(3.05) 31.43	(3.27) 28.09	(0.42) 7.00		............Time over District............ ....Average Speed per Hour........		(3.33) 27.30	(3.37) 26.79	(4.12) 23.07	(3.29) 27.82	(0.36 8.17	(6.00) 16.15	(0.20) 14.70	(5.30) 17.62

A. B. S.

Rule S-72—Exceptions: No. 330 is superior to Nos. 15, 23 and 17.

Nos. 16, 24 and 18 are superior to No. 329.

No. 17 stop at Cascade Summit to exchange U. S. Mail.

No. 17 reduce to 10 miles per hour at Westfir, and Crescent Lake daily, and No. 18 at Springfield daily except Sundays and Holidays, to exchange mail.

No. 19 stop at Fall Creek and Armet when necessary for U. S. Mail.

Nos. 19 and 20 stop on flag Jasper with mail car opposite station for handling parcel post.

No. 20 slow down, stop if necessary, at Springfield to exchange mail.

Schedule time and train orders of eastward first-class trains Eugene Yard apply at east switch Eugene siding opposite signals 6490-6491.

Eastward inferior trains may run ahead of delayed first-class trains Springfield Junction to Eugene Yard.

At Crescent Lake Sacramento Division first-class schedules and train orders referrring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
18	Cascade Summit	Discharge		Berkeley and west
19	Cruzatte and Fields	Sunday Tuesday Thursday	Any Station	Any Station
19	Wicopee Frazier and Abernathy	Monday Wednesday Friday	Any Station	Any Station
20	McCredie Springs Westfir Lowell Springfield	Receive or discharge	Eugene	Gerber
16	Any Station	Discharge		Klamath Falls
16	Fields and Wicopee	Receive Sunday	Any Station	

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 132 June 17, 1940 Wendling Branch	Distance from Mohawk Jct.
			STATIONS	
Yd. KYP		662.3	TO-R WENDLING 2.6	15.7
(Spur) P		659.7	HYLAND 1.1	13.1
42 WP		658.6	TO MARCOLA 7.1	12.0
		651.5	YARNELL 2.2	4.9
		649.3	HENDRICKS 2.7	2.7
P		646.6	R MOHAWK JCT.	0.0
			(15.7)	
			...............Time over District............... ....Average Speed per Hour..........	

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Siskiyou Line		Time Table No. 132 June 17, 1940	Distance from Roseburg	FIRST CLASS		SECOND CLASS
	624 Freight	330 Rogue River	8 Shasta					329 Rogue River	7 Shasta	623 Freight
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Term Yard BKWOTP	9.30 AM	7.30 PM	10.20 AM	429.1		TO-R ASHLAND 5.5	143.5	s 9.05 AM	s 6.05 PM	3.45 AM
63 P	9.43	s 7.40	10.29	434.6		TALENT 2.4	138.0	s 8.50	5.56	3.30
21	9.49	f 7.45	10.33	437.0		PHOENIX 1.4	135.6	f 8.42	5.52	3.15
				438.4		GAS WORKS 0.4	134.2			
				438.8		VOORHIES 1.9	133.8			
Medford Yard 95	10.05	7.53	10.39	440.7		KANE 1.1	131.9	8.35	5.45	3.05
Medford Yard 93 KWP	**10.48**	s 8.05	s **10.48**	441.8		TO MEDFORD 3.9	130.8	8.30 s 8.15	s 5.40	3.00
64 P	11.10	s 8.15	10.57	445.7		CENTRAL POINT 2.0	126.9	s 8.05	5.28	2.35
				447.7		SEVEN OAKS 2.5	124.9			
24 P	11.25	8.22	11.03	450.2		TOLO 7.0	122.4	7.58	5.22	2.20
43 Yard WP	11.45 AM	s 8.35	f 11.17	457.2		TO GOLD HILL 7.7	115.4	s 7.44	f 5.08	2.00
52 P	12.05 PM	f 8.45	f 11.27	464.9		ROGUE RIVER 9.0	107.7	s 7.29	4.58	1.30
66 Term Yard BKWTP	12.30	s 9.03	s 11.40 AM	473.9		TO-R GRANTS PASS 4.3	98.7	s 7.14	4.45 PM	1.10
72 P	12.45	9.12		478.2		DIMMICK 4.3	94.4	6.53		12.50
37 P	12.57	f 9.21		482.5		MERLIN 4.9	90.1	s 6.44		12.35
88 P	1.09	f 9.30		487.4		HUGO 6.7	85.2	s 6.35		12.20 AM
68 P	1.35	f 9.44		494.1	A. B. S.	LELAND 4.5	78.5	s 6.21		11.55 PM
62 P	1.50	9.54		498.6		POLLARD 3.4	74.0	6.10		11.40
70 P	2.09	f 10.01		502.0		WOLF CREEK 5.9	70.6	s 6.04		11.25
63 Yd KWOTP	2.35	s 10.18		507.9		TO GLENDALE 4.1	64.7	s 5.50		11.00
73 P	2.50	**10.25**		512.0		REUBEN 4.5	60.6	5.38		**10.25**
61 P	3.10	f 10.36		516.5		BRANDT 1.4	56.1	f 5.27		10.05
		f		517.9		LANGDON 3.8	54.7	f		
77 TP	3.30	f 10.48		521.7		WEST FORK 3.9	50.9	s 5.15		9.45
37 P	3.51	10.57		525.6		COW CREEK 5.8	47.0	5.05		9.30
44 P	4.23	f 11.11		531.4		PECK 4.1	41.2	f 4.51		9.10
64 P	4.40	f 11.20		535.5		BYERS 4.8	37.1	f 4.41		8.55
(Spur 30) P	5.05	11.32		540.3		CORNUTT 3.9	32.3	4.29		8.38
62 P	5.20	s 11.37		544.2		RIDDLE 5.1	28.4	s 4.23		8.30
64 P	5.40	11.47		549.3		WEAVER 1.1	23.3	4.13		
15 WP	5.45	s 11.49		550.4		TO MYRTLE CREEK 4.5	22.2	s 4.11		8.13
92 P	6.05	11.59 PM		554.9		DOLE 7.1	17.7	f 4.00		8.01
61 P	6.25	f 12.11 AM		562.0		DILLARD 5.7	10.6	s 3.48		7.49
43 P	6.40	12.21		567.7		GREEN 4.9	4.9	3.36		7.30
67 Term Yard BKWOTP	6.55 PM	s 12.32 AM		572.6		TO-R ROSEBURG	0.0	3.25 AM		7.15 PM
	Arrive Daily	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily
	(9.25) 15.24	(5.02) 28.51	(1.20) 33.60			Time over District Average Speed per Hour		(5.40) 25.32	(1.20) 33.60	(8.30) 16.88

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco via Siskiyou Line		Time Table No. 132 June 17, 1940	Distance from Springfield Jct.	FIRST CLASS	SECOND CLASS
	624 Freight	330 Rogue River					329 Rogue River	623 Freight
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
67 Term Yard BKWOTP	8.30 AM	12.45 AM	572.6		TO-R ROSEBURG 5.2	71.7	s 3.03 AM	12.20 PM
			577.8		WINCHESTER 3.6	66.5	f	
64 P	8.55	f 1.03	581.4		WILBUR 2.5	62.9	f 2.47	11.55 AM
			583.9		DEADY 2.5	60.4		
62 P	9.10	f 1.10	586.4		SUTHERLIN 2.7	57.9	f 2.40	11.40
61 WP	9.24	f 1.16	589.1		TO OAKLAND 6.3	55.2	f 2.34	11.30
42 P		f	595.4		ISADORA 2.1	48.9	f	
61 P	9.50	1.32	597.5		RICE HILL 6.2	46.8	2.18	11.05
69 P	10.15	f 1.44	603.7		YONCALLA 5.3	40.6	f 2.05	10.50
76 Yard WP	**10.35**	f **1.55**	609.0		TO DRAIN 1.2	35.3	s **1.55**	**10.35**
(Spur 13)			610.2		KREWSON 1.5	34.1		
34	10.45	f 2.02	611.7		LEONA 1.5	32.6	f	
65 P	10.55	2.06	613.2	A. B. S.	SAFLEY 2.0	31.1	1.34	9.45
		f	615.2		ANLAUF 0.9	29.1	f	
16		f	616.1		CURTIN 1.8	28.2	f	
44 P	11.15	f 2.14	617.9		COMSTOCK 4.0	26.4	f 1.25	9.25
86 YP	11.30 AM	f 2.25	621.9		DIVIDE 2.4	22.4	f 1.15	9.15
Cottage Grove Yard 7			624.3		MONETT 0.7	20.0		
Cottage Grove Yard 38		f	625.0		LATHAM 1.5	19.3	f	
Cottage Grove Yard 48 WP	12.10 PM	s 2.46	626.5		TO COTTAGE GROVE 2.6	17.8	s 1.06	8.50
(Spur 23)		f	629.1		SAGINAW 1.5	15.2	f	
68 P	12.20	f 2.56	630.6		WALKER 4.9	13.7	f 12.51	8.35
62 P	12.35	f 3.06	635.5		CRESWELL 5.4	8.8	f 12.43	8.20
68 P	12.45	f 3.15	640.9		GOSHEN 3.4	3.4	f 12.32	8.10
(Spur 81) YP	12.55 PM	3.25 AM	644.3		R SPRINGFIELD JCT.	0.0	12.24 AM	8.00 AM
	Arrive Daily	Arrive Daily			(71.7)		Leave Daily	Leave Daily
	(4.25) 16.23	(2.40) 26.87			Time over District Average Speed per Hour		(2.39) 27.06	(4.20) 16.55

No. 8 reduce speed at Gold Hill to discharge parcel post.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—M. P. 536-2

Additional Stations
- Rosenberg Bros. M. P. 439.6—9 cars (spur)
- Rock Point........M. P. 459.4—4 cars
- Shady...............M. P. 569.4—17 cars

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
329	Dad'sCreek M. P. 529.5	Receive or discharge	Any Station	Any Station

MARSHFIELD SUBDIVISION

EASTWARD — **WESTWARD**

Capacity of sidings in car lengths	SECOND CLASS 752 Local Freight	FIRST CLASS 334 Coos Bay	Distance from San Francisco		Time Table No. 132 June 17, 1940 Coos Bay Branch	Distance from Marshfield	FIRST CLASS 333 Coos Bay	SECOND CLASS 751 Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Monday
Eugene Term. Yard 32 BK WP		12.30 AM	647.3	TO-R	EUGENE 1.0	121.6	s 12.01 AM	
55 BKW OYTP	6.30 AM		648.3	TO-R	EUGENE YARD 1.0	120.6		11.45 AM
			649.3		O. E. CROSSING 2.3	119.6	11.54 PM	
57	6.42		651.6		DANEBO 8.9	117.3	11.49	11.35
44 P	7.08	f 1.02	660.5	TO	VENETA 1.6	108.4	s 11.27	11.05
		f	662.1		LONG TOM 3.2	106.8	f	
28 WP	7.20	f 1.12	665.3		NOTI 3.0	103.6	f 11.16	10.45
		f 1.19	668.3		VAUGHN 3.2	100.6	f 11.09	
18	7.40	f 1.26	671.5		FLAGG 4.4	97.4	f	10.25
28 P	7.55	f 1.37	675.9		WALTON 0.7	93.0	f 10.52	10.10
		f	676.6		SHANNON 2.4	92.3	f	
PW		f	679.0		GLOBE 3.1	89.9	f	
		f	682.1		AUSTA 1.9	86.8	f	
		f	684.0		LINSLAW 1.0	84.9	f	
58 P	8.15	f 1.58	685.0		RICHARDSON 8.8	83.9	f 10.32	9.40
45 WP	8.40	f 2.18	693.8		NEKOMA 3.3	75.1	f 10.14	9.10
58 TP	**8.55**	f 2.26	697.1	TO	SWISSHOME 0.7	71.8	f 10.06	**8.55**
7		f	697.8		SIUSLAW 2.8	71.1	f 10.04	
7		f 2.35	700.6		RAINROCK 4.7	68.3	f 9.58	
55 P	9.55	s 2.48	705.3		MAPLETON 5.0	63.6	s 9.49	8.25
		f 3.01	710.3		BECK 4.7	58.6	f 9.36	
58 WP	10.25	f 3.11	715.0		WENDSON 1.3	53.9	f 9.26	8.00
P	10.35	s 3.25	716.3	TO	CUSHMAN 1.7	52.6	s 9.22	7.45
19	10.50	s 3.30	718.0		SIBOCO 3.3	50.7	s 9.14	7.35
(Spur18) P		f 3.40	721.3		CANARY 3.7	47.6	f 9.05	
12 P	11.55 AM	s 3.50	725.0		SILTCOOS 2.2	43.9	s 8.55	7.05
(Spur 11)	12.10 PM	f 3.58	727.2		ADA 1.1	41.7	f 8.49	6.55
38 P	12.20	f 4.02	728.3		BOOTH 4.5	39.6	f 8.47	6.45
16 P	12.45	f 4.14	732.8		KROLL 2.3	36.1	f 8.36	6.30
13	1.00	f 4.19	735.1		BRENHAM 3.7	33.8	f 8.30	6.20
41 P	1.30	s 4.28	738.8		GARDINER 1.6	30.1	s 8.22	6.05
50 Yd. KWPT	2.30	4.40	740.4	TO	REEDSPORT 4.8	28.5	s 8.15	5.50
28	2.45	f 4.57	745.2		THARP 2.8	23.7	f 7.59	5.35
		f	748.0		WILLARD 3.0	20.9	f	
		s	751.0		NORTH LAKE 1.1	17.9	s	
54 WP	3.10	s **5.08**	752.1		LAKESIDE 7.2	16.8	s 7.42	**5.08**
11 P	3.30	f 5.21	759.3		HAUSER 2.5	9.6	f 7.28	4.35
		f	761.8		ROGERS 1.2	7.1	f	
58	3.40	f 5.30	763.0		COOS 2.6	5.9	f 7.21	4.25
Marshfield Term. Yard 52 P	3.55	s 5.45	765.6		NORTH BEND 3.3	3.3	s 7.12	4.15
34 BK WOYP	4.10 PM	s 6.00 AM	768.9	TO-R	MARSHFIELD	0.0	7.00 PM	4.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily			(121.6)		Leave Daily	Leave Daily Ex. Monday
	(9.40) 12.48	(5.30) 22.11			Time over District Average Speed per Hour		(5.01) 24.24	(7.45) 15.69

EASTWARD — **WESTWARD**

Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 132 June 17, 1940 Coos Bay Branch STATIONS	Distance from Powers
Marshfield Term. Yard 34 BK WOYP	768.9	TO-R	MARSHFIELD 1.6	44.6
62 P	770.5		McCORMAC 0.8	43.0
	771.3		CLEO 1.8	42.2
	773.1		HAYDEN 0.8	40.4
	773.9		INLET 4.6	39.6
53 Yard P	778.5		OVERLAND 6.0	35.0
Coquille Yard 24 P	784.5		CEDAR POINT 0.5	29.0
	785.0		FAIRVIEW JUNCTION 0.8	28.5
100 BKP	785.8	TO-R	COQUILLE 2.8	27.7
	788.6		JOHNSON 3.2	24.9
39 P	791.8		NORWAY 2.9	21.7
12 Yd. WTP	794.7	TO	MYRTLE POINT 5.0	18.8
(Spur 7)	799.7		BROADBENT 2.4	13.8
42 Yard P	802.1		WARNER 5.5	11.4
41 Yard P	807.6		GAYLORD 1.2	5.9
(Spur 16)	808.8		BYERLE 1.5	4.7
	810.3		FENSLER 3.2	3.2
58 Yard BKWTP	813.5	TO-R	POWERS	0.0
			(44.6)	
			Time over District Average Speed per Hour	

Water Supply MP 780.8

ADDITIONAL FLAG STOPS

Train	At	
All		M. P. 688.1
All	School	M. P. 744.2
All	Ivy	M. P. 747.1

BROOKLYN SUBDIVISION

Time Table No. 132
June 17, 1940

Tallman Branch

EASTWARD Capacity of sidings in car lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Tallman	WESTWARD SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Albany Yard 108 BKW OTYP	6.25 AM	690.9	TO-R	ALBANY	8.8	10.45 AM
				1.0		
P	6.29	689.9 689.5		PAGE	7.8	10.40
				2.0		
9	6.33	691.5		FROMAN	5.8	10.33
				2.2		
9	6.38	693.7		FRY	3.6	10.26
				1.7		
10	6.42	695.4		GOLTRA	1.9	10.21
				1.9		
Yard 10 YP	6.48 AM	697.3	R	TALLMAN	0.0	10.15 AM
	Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday
	(0.23) 22.96			........Time over District........ ....Average Speed per Hour....		(0.30) 17.60

Time Table No. 132
June 17, 1940

Woodburn-Springfield Branch

EASTWARD Capacity of sidings in car lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Woodburn	WESTWARD SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard 106 WYP		645.0	TO-R	SPRINGFIELD	92.8	
				3.9		
(Spur 10)		648.9		ARMITAGE	88.9	
				3.5		
12		652.4		COBURG	85.4	
				7.9		
(Spur 8) P		660.3		PRICEBORO	77.5	
				3.3		
10 P		663.6		ROWLAND	74.2	
				8.4		
6 PW		672.0	TO	BROWNSVILLE	65.8	
				6.3		
11		678.3		PLAINVIEW	59.5	
				4.1		
10		682.4		LOWSON	55.4	
				2.4		
Yard 10 YP	6.50 AM	684.8	R	TALLMAN	53.0	10.10 AM
				0.7		
9		685.5		IRVINVILLE	52.3	
				3.0		
Yard 34 KWP	7.15	688.5	TO-R	LEBANON	49.3	9.15
				4.3		
12	7.30	692.8		BREWSTER	45.0	9.05
				1.8		
37	7.40	694.2		GRIGGS	42.9	9.00
				3.2		
9 P	7.50	697.4		CRABTREE	40.4	8.50
				3.2		
4		700.6		GILKEY	37.2	
				2.3		
18 P	8.10	702.9	TO	WEST SCIO	34.9	8.30
				1.8		
Yard WYP	8.25 AM	704.7	R	SHELBURN	33.1	8.25 AM
				2.2		
13		706.9		NORTH SANTIAM	30.9	
				1.4		
9		708.3		WEST STAYTON	29.5	
				3.8		
6 W		712.1		AUMSVILLE	25.7	
				2.9		
24		715.0		SHAW	22.8	
				2.4		
14		717.4		MACLEAY	20.4	
				2.0		
20 YP		719.4	R	GEER	18.4	
				1.9		
16		721.3		PRATUM	16.5	
				1.7		
(Spur 9)		723.0		SWITZERLAND	14.8	
				4.3		
Yard 47 KWYP		727.3	TO-R	SILVERTON	10.5	
				2.3		
(Spur 10)		729.6		DOWNS	8.2	
				1.9		
20 P		731.5	TO	MT. ANGEL	6.3	
				2.2		
14		733.7		McKEE	4.1	
				4.1		
Yard 50 WYP		737.8	TO-R	WOODBURN	0.0	
	Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday
	(1.35) 11.51			................Time over District................ ....Average Speed per Hour..........		(1.45) 11.37

Time Table No. 132
June 17, 1940

Mill City Branch

EASTWARD Capacity of sidings in car lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Idanha	WESTWARD SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard WYP	8.25 AM	705.0	R	SHELBURN	45.0	8.25 AM
				5.9		
10 P	8.50	710.9		KINGSTON	39.1	8.00
				8.4		
18 WP	9.20	719.3	TO	LYONS	30.7	7.30
				0.9		
(Spur 9) P		720.2		FAWN	29.8	
				2.3		
8	9.35	722.5		FOX VALLEY	27.5	7.15
				4.1		
Term. Yard 21 BKWYP	9.55 AM	726.6	TO-R	MILL CITY	23.4	6.55 AM
				2.9		
19 P		729.5		GATES	20.5	
				4.3		
		733.8		NIAGARA	16.2	
				1.9		
21		735.7		LAKEWOOD	14.3	
				4.4		
6		740.1		GRANITE MOUNTAIN	9.9	
				0.7		
7		740.8		HALLS	9.2	
				0.6		
32		741.4		ELK RIVER	8.6	
				4.5		
Yard 25 WPT		745.9	R	DETROIT	4.1	
				0.7		
12		746.6		LARSON	3.4	
				1.6		
		748.2		GREYSTONE	1.8	
				0.6		
		748.8		BIRCHWOOD	1.2	
				1.2		
25		750.0		IDANHA	0.0	
	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
	(1.30) 14.40			..........Time over District.......... ....Average Speed per Hour....		(1.30) 14.40

Time Table No. 132
June 17, 1940

Geer Branch

EASTWARD Capacity of sidings in car lengths		Distance from San Francisco		STATIONS	Distance from Geer	WESTWARD
Salem Term. Yard BKWOYP		725.9	TO-R	SALEM	6.5	
				3.3		
		722.6		LACHMUND	3.2	
				3.2		
20 YP		719.4	R	GEER	0.0	
				(6.5)		
				..........Time over District.......... ....Average Speed per Hour....		

Water Supply—M.P. 738.9 Mill City Branch
M.P. 707-A " "

Woodburn-Springfield Branch:

Additional Stations
- Chestnut........................M.P. 650.5— 7 cars (spur)
- Balm........................M.P. 696.5—10 cars (spur)
- Baron........................M.P. 732.6— 7 cars (spur)

Mill City Branch:

Cascade Operating Co........M.P. 729.9—15 cars
Cumley........................M.P. 735.1—26 cars

Time Table No. 132
June 17, 1940

Toledo Branch

EASTWARD Capacity of sidings in car lengths	SECOND CLASS 706 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Toledo	WESTWARD SECOND CLASS 705 Local Freight Arrive Daily Ex. Sunday
Term. Yard BKWOYPT	6.00 AM	690.9	TO-R	ALBANY	74.7	2.10 PM
				1.7		
		692.6		NORTH ALBANY	73.0	
				4.5		
23 YP	6.23	697.1		GRANGER	68.5	1.45
				5.0		
Corvallis Yard 25 YP	6.40	702.1		CORVALLIS JCT.	63.5	1.25
				1.0		
BKWOYP	7.00	703.1	TO-R	CORVALLIS	62.5	1.10
				2.9		
		706.0		CONROY	59.6	
				2.5		
17 WP	7.20	708.5		PHILOMATH	57.1	12.30 PM
				0.9		
P		709.4		FLYNN	56.2	
				6.5		
14 P	7.50	715.9		WRENS	49.7	11.55 AM
				1.3		
		717.2		RUSSELL	48.4	
				1.2		
8		718.4		HARRIS	47.2	
				4.8		
10 P	8.30	723.2		BLODGETT	42.4	11.25
				2.8		
7		726.0		DEVITT	39.6	
				2.5		
31 P	**10.05**	728.5		SUMMIT	37.1	**10.05**
				5.2		
27 TWP	10.30	733.7		NASHVILLE	31.9	9.40
				5.2		
36 P	10.50	738.9		NORTONS	26.7	9.20
				6.3		
36 P	11.15	745.2		EDDYVILLE	20.4	9.00
				5.4		
9 P	11.35	750.6		CHITWOOD	15.0	8.40
				3.2		
	11.50 AM	753.8		MORRISON	11.8	8.25
				2.7		
	12.05 PM	756.5		ELK CITY	9.1	8.15
				9.1		
Term. Yard 24 BKPOTW	12.45 PM	765.6	TO-R	TOLEDO	0.0	7.45 AM
	Arrive Daily Ex. Sunday			(74.7		Leave Daily Ex. Sunday
	(6.45) 11.06			...............Time over District............... ....Average Speed per Hour..........		(6.25) 11.64

Water Supply—M.P. 722.0. Toledo Branch.
M.P. 750.2. " "

Additional Stations
- Bittner Plug Lumber Co. .M.P. 764.5—3 cars (spur)
- Marval....................M.P. 727.3—3 cars

Toledo Branch—End of Line—M.P. 767.1.

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 132 June 17, 1940 West Side Branch STATIONS	Distance from Hillsboro
14 P	662.6		OHESHIRE	101.9
			1.9	
14 P	664.5		BEAR CREEK	100.0
			2.4	
10 P	666.9		FERGUSON	97.6
			4.8	
16 Yard P	671.7	TO-R	MONROE	92.8
			1.3	
23 PYW	673.0	R	ALPINE JCT.	91.5
			1.8	
	674.8		BURNETT	89.7
			6.5	
28	681.3		GREENBERRY	83.2
			3.3	
28	684.6		DRY CREEK	79.9
			2.3	
Corvallis Yd 54	686.9		BURGESS	77.6
			2.0	
BKWOYP	688.9	TO-R	CORVALLIS	75.6
			1.0	
YP	689.9		CORVALLIS JCT.	74.6
			3.8	
	693.7		LEWISBURG	70.8
			5.2	
17 P	698.9		WELLSDALE	65.6
			3.1	
19	702.0		SUVER	62.5
			2.0	
17 P	704.0		PARKER	60.5
			3.0	
	707.0		WIGRICH JCT.	57.5
			2.3	
Indepen. Yard 11 P	709.3	TO	INDEPENDENCE	55.2
			1.2	
48 P	710.5		V. & S. JCT.	54.0
			3.8	
Gerlinger Yard YP	714.3	R	GERLINGER	50.2
			0.7 (F. C. Csg.)	
17 WP	715.0		DERRY	49.5
			3.4	
(Spur 9) P	718.4		CROWLEY	46.1
			4.4	
19 P	722.8		McCOY	41.7
			5.3	
23 P	728.1		AMITY	36.4
			2.6	
34 Yd. WYP	730.7	R	WHITESON	33.8
			4.2	
28 Term Yd. KWOP	734.9	TO-R	McMINNVILLE	29.6
			3.1	
15 Yard YP	738.0	R	ST. JOSEPH	26.5
			4.2	
84 Yd. KWP	742.2	TO	CARLTON	22.3
			3.4	
15 P	745.6		YAMHILL	18.9
			5.1	
10	750.7		WAPATO	13.8
			1.6	
10	752.3		DELLWOOD	12.2
			0.8	
11 WP	753.1		GASTON	11.4
			0.7	
29	753.8		PATTON	10.7
			1.1	
Yd.(Spur20)P	754.9		SEGHERS	9.6
			2.0	
17	756.9		DILLEY	7.6
			0.9	
Carnation Yd P	757.8		DETOUR	6.7
			1.2	
(Spur 9) P	759.0		FOREST GROVE	7.9
			1.9	
21 P	758.5 759.2		CARNATION	6.0
			2.5	
22 P	761.7		CORNELIUS	3.5
			1.0	
	762.7		KILLGORE	2.5
			0.9	
	763.6		JOBE	1.6
			1.1	
Hillsboro Term Yd. P	764.7		RANGE	0.5
			0.5	
50 BK WOYP	765.2	TO-R	HILLSBORO	0.0
			(101.9)	
			..........Time over District.......... ....Average Speed per Hour.........	

Water Supply—M. P. 696.2

See page 7 for additional trains between Corvallis and Corvallis Jct.

Additional Stations { West Side Branch:
Stimson Mill 2.41 miles from Seghers,.15 cars
Wigrich 2.53 miles from Wigrich Jct... 6 cars (spur)

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight Leave Daily	Distance from San Francisco		Time Table No. 132 June 17, 1940 West Side Branch STATIONS	Distance from Cook	SECOND CLASS 685 Local Freight Arrive Daily
Term 50 YdBKWOYP	5.35 PM	765.2 766.2	TO-R	HILLSBORO	16.6	1.40 AM
				1.6		
P		767.8		NEWTON	15.0	
				3.1		
29 P	5.50	770.9		REEDVILLE	11.9	1.20
				1.5		
6		772.4		ALOHA	10.4	
				0.6		
8		773.0		HUBER	9.8	
				2.4		
37 Yard P	6.10	775.4		BEAVERTON	7.4	1.05
				2.2		
		777.6		FANNO	5.2	12.50
				0.8		
9		778.4		ROBINSON	4.4	12.45
				0.8		
IP		779.2		O. E. CROSSING	3.6	
				0.7		
7	6.25	779.9		TIGARD	2.9	12.35
				2.9		
35 Yd WYP	6.45 PM	782.8	R	COOK	0.0	12.20 AM
	Arrive Daily			16.6		Leave Daily
	(1.10) 14.23			..........Time over District.......... ....Average Speed per Hour.........		(1.20) 12.39

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 132 June 17, 1940 Bellfountain Branch STATIONS	Distance from Bailey Jct.
Yard	679.9	R	DAWSON	4.9
			2.9	
	677.0		BELLFOUNTAIN	2.0
			2.0	
Yard	675.0	R	BAILEY JCT.	0.0
			(4.9)	
			..........Time over District.......... ....Average Speed per Hour.........	

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 132 June 17, 1940 Alpine Branch STATIONS	Distance from Alpine Jct.
Glenbr'k Yard 30	678.8		GLENBROOK	5.8
			2.6	
10	676.2		ALPINE	3.2
			1.2	
Bailey Jct. Yd.	675.0	R	BAILEY JCT.	2.0
			2.0	
23 PYW	673.0	R	ALPINE JCT.	0.0
			(5.8)	
			..........Time over District.......... ....Average Speed per Hour.........	

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco		Time Table No. 132 June 17, 1940 Tillamook Branch	Distance from Hillsboro	SECOND CLASS		
	690 Local Freight	686 Local Freight	688 Mixed					687 Mixed	685 Local Freight	689 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
15 Term Yd.BKWOYP	12.15 AM			855.8	TO-R	TILLAMOOK	90.8			1.55 PM
						4.2				
11	12.30			851.6		IDAVILLE	86.6			1.34
						1.7				
(Spur 9) P	12.40			849.9		BAY CITY	84.9			1.15
						3.5				
Garibaldi Yard 20	1.00			846.4		MIAMI	81.4			12.45
						0.7				
20 P	1.10			845.7		GARIBALDI	80.7			12.40 PM
						1.9				
15				843.8		BARVIEW	78.8			
						2.0				
				841.8		TWIN ROCKS	76.8			
						1.1				
				840.7		ROCKAWAY	75.7			
						0.7				
10				840.0		LAKE LYTLE	75.0			
						2.9				
25 P	1.55			837.1		JETTY	72.1			11.40 AM
						0.6				
				836.5		BRIGHTON	71.5			
						2.9				
50 Term Yd. BKWOP	2.20 AM		8.15 AM	833.6	TO-R	WHEELER	68.6	10.30 AM		11.30 AM
						0.5				
				833.1		HALL ST.	68.1			
						1.9				
19 P			8.45	831.2		MOHLER	66.2	10.15		
						4.1				
59 Yard				827.1		FOSS	62.1			
						2.0				
57 P			9.30	825.1		BATTERSON	60.1	9.30		
						6.2				
16 P			10.00	818.9		WAKEFIELD	53.9	8.54		
						3.2				
33 Yard TP			10.25	815.7		SALMONBERRY	50.7	8.25		
						2.3				
14				813.4		BELFORT	48.4			
						2.4				
34 Yard WTP			11.00	811.0	TO	ENRIGHT	46.0	8.00		
						4.0				
12 P			11.25	807.0		BELDING	42.0	7.40		
						1.9				
42 P			11.40 AM	805.1		MAYO	40.1	7.30		
						5.1				
42 Yd.WOTP			12.15 PM	800.0	TO	COCHRAN	35.0	7.00		
						3.2				
37 P			12.35	796.8		WEDEBURG	31.8	6.20		
						2.5				
(Spur 9) P				794.3		WESTIMBER	29.3			
						1.2				
Timber Yd 56 BKWOTP		3.00 PM	1.00 PM	793.1	TO-R	TIMBER	28.1	6.00 AM	4.05 AM	
						0.6				
(Spur 13) P				792.5		HULBERT	27.5			
						4.0				
78 P		3.20		788.5		STRASSEL	23.5		3.45	
						3.6				
(Spur 8)		3.35		784.9		SCOFIELD	19.9		3.30	
						3.7				
20 Yard WYP		3.50		781.2		BUXTON	16.2		3.15	
						6.5				
31 P		4.15		774.7		BANKS	9.7		2.55	
						0.9				
				773.8		WILKESBORO	8.8			
						1.3				
(Spur 8)				772.5		ROY	7.5			
						2.3				
23		4.35		770.2		SCHEFFLIN	5.2			
						3.8				
Hillsboro Term. Yard 47 P				766.4		MAHAN	1.4		2.30	
						0.9				
16 P				765.5		MAIN STREET	0.5			
						0.1				
				765.4		O. E. CROSSING	0.4			
						0.4				
BK WOYP		5.00 PM		765.0	TO-R	HILLSBORO	0.0		2.20 AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			(90.8)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	(2.05) 11.45	(2.00) 14.05	(4.45) 8.53			……Time over District…… ……Average Speed per Hour……		(4.30) 9.00	(1.45) 16.05	(2.25) 9.18

Water Supply—M.P. 818.5 and M.P. 827.8

ADDITIONAL STATIONS Tillamook Branch:
Wilkesboro Brick and Tile Co.….M.P. 773.5—3 cars (spur)
Badger……………………………M.P. 823.7
Saltair……………………………M.P. 841.2

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco		Time Table No. 132 June 17, 1940 Newberg Branch	Distance from Jefferson St.	SECOND CLASS		
			686 Local Freight					685 Local Freight		
			Leave Daily			STATIONS		Arrive Daily		
15 Yard YP				738.0	R	ST. JOSEPH	36.3			
						1.5				
16 P				739.5		LAFAYETTE	34.8			
						2.6				
12 P				742.1		DAYTON	32.2			
						4.0				
24 P				746.1		DUNDEE	28.2			
						2.4				
24 Yard P				748.5 748.8	TO	NEWBERG	25.8			
						2.0				
17 WP				750.8		SPRINGBROOK	23.8			
						2.2				
17 P				753.0		REX	21.6			
						1.3				
9 P				754.3		CHEHALEM	20.3			
						0.4				
9				754.7		VOTAW	19.9			
						2.9				
23 P				757.6		SHERWOOD	17.0			
						1.9				
7				759.5		CIPOLE	15.1			
						1.0				
(Spur 3)				760.5		HERRMAN	14.1			
						1.5				
16 P				762.0		TUALATIN	12.6			
						2.0				
Cook Yard 35 WYP			6.45 PM	764.0	R	COOK	10.6	12.20 AM		
						0.5				
44			6.50	764.5		BRYANT	10.1	12.15		
						2.9				
Oswego Yard 65				767.4	A.B.S.	LADD	7.2			
						0.4				
24 WP			7.04	767.8	TO	OSWEGO	6.8	12.05 AM		
						0.3				
P			7.05 PM	768.1		WILSONIA	6.5	11.49 PM		
						1.5				
				769.6		RIVERWOOD	5.0			
						1.7				
14				771.3		CEMETERY	3.3			
						1.3				
				772.6		JONES	2.0			
						0.5				
(Spur 13)				773.1		ZIMMERMAN	1.5			
						0.2				
				773.3		MULBOX	1.3			
						0.1				
				773.4		THORSEN	1.2			
						1.2				
(Spur 12)				774.6		JEFFERSON ST.	0.0			
			Arrive Daily			(36.3)		Leave Daily		
			(0.20) 12.30			……Time over District…… ……Average Speed per Hour……		(0.31) 7.94		

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco	Time Table No. 132 June 17, 1940 Milwaukie Branch	Distance from Willsburg Jct.	SECOND CLASS		
			686 Local Freight				685 Local Freight		
			Leave Daily		STATIONS		Arrive Daily		
P			7.05 PM	768.1	WILSONIA	3.2	11.49 PM		
					0.9				
31 P			7.09	769.0	MENEFEE	2.3	11.43		
					1.1				
14			7.13	770.1	MILWAUKIE	1.2	11.40		
					1.2				
P			7.18 PM	771.3	WILLSBURG JCT.	0.0	11.36 PM		
			Arrive Daily		(3.2)		Leave Daily		
			(0.13) 14.77		……Time over District…… ……Average Speed per Hour……		(0.13) 14.77		

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 132

June 17, 1940

Falls City Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 726 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Black Rock	SECOND CLASS 725 Local Freight Arrive Daily Ex. Sunday
Salem Term. Yard BKWOYP	5.50AM	718.2	TO-R	SALEM 0.6	28.6	12.15PM
P	5.55	718.8		LEMROCK 0.9	28.0	12.05PM
		719.7		O. E. CROSSING 0.5	27.1	
11		720.2		PINCKNEY 0.4	26.6	
(Spur 11 P)	6.05	720.6		WEST SALEM 2.0	26.2	11.48AM
32 Yard P	6.12	722.6		WINONA 1.3	24.2	11.40
16 P	6.16	723.9		EOLA 0.8	22.9	11.36
	6.19	724.7		HOSFORD 3.8	22.1	11.33
31	6.30	728.5		THIELSEN 0.4	18.3	11.20
52 Yard YP	6.32	728.9	R	GERLINGER 0.8 (W. S. Csg.)	17.9	11.18
	6.34	729.7		NESMITH 4.2	17.1	11.15
Term. Yd. BKWOYP	6.50AM	733.9	TO-R	DALLAS 4.0	12.9	11.00AM
		737.9		TEATS 0.9	8.9	
11 P		738.8		GILLIAMS 0.4	8.0	
		739.2		FERNS 1.0	7.6	
		740.2		BRIDGEPORT 0.3	6.6	
YP		740.5		BUMAN 2.5	6.3	
12 P		743.0		FALLS CITY 3.8	3.8	
19 Yard YWP		746.8	TO-R	BLACK ROCK	0.0	
	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday
	(1.00) 15.70			Time over District Average Speed per Hour		(1.15) 12.56

See pages 1 and 2 for additional trains between Lemrock and Salem.
Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

Falls City Branch:

Additional Stations—Buman Quarry 2.97 miles from Buman............................7 cars (spur)

EASTWARD — WESTWARD

Time Table No. 132

June 17, 1940

Willamina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Willamina
34 Yd. WYP	730.6	R	WHITESON 3.7	18.7
17	734.3		BRIEDWELL 0.8	15.0
	735.1		HARRISON 2.1	14.2
(Spur 6)	737.2		WINCH 0.5	12.1
Yard Y	737.7		BROADMEAD 1.2	11.6
(Spur 7)	738.9		TUCKER 1.6	10.4
13	740.5		BALLSTON 1.6	8.8
(Spur 2)	742.1		WABASH 2.6	7.2
16	744.7	TO	SHERIDAN 1.6	4.6
	746.3		SHIPLEY 3.0	3.0
72 Yard BKWOY	749.3	TO-R	WILLAMINA	0.0
			(18.7)	
			Time over District Average Speed per Hour	

Willamina Branch:

Additional Stations
- Shell Oil Co. M.P. 745.4— 2 cars (spur)
- S. F. York Lbr. Co. M.P. 745.7— 4 cars (spur)

EASTWARD — WESTWARD

Time Table No. 132

June 17, 1940

Molalla Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Flander
17 Yard	757.6	MOLALLA 3.0	10.2
9	754.6	LIBERAL 0.1	7.2
	754.5	W. V. R. CROSSING 7.1	7.1
82 WYP	747.4	FLANDER	0.0
		(10.2)	
		Time over District Average Speed per Hour	

EASTWARD — WESTWARD

Time Table No. 132

June 17, 1940

Perrydale Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Perrydale
Broadmead Yard Y	737.7	BROADMEAD 2.2	2.2
10	739.9	PERRYDALE	0.0
		(2.2)	
		Time over District Average Speed per Hour	

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland	F. S. Songer
Medford	Larry Schade
Grants Pass	Bert Barnes
Roseburg	Bubar Bros.
Eugene	J. A. Hoffman
Eugene	Seth Laraway
Albany	F. M. French & Son
Salem	Pomeroy & Keene
Woodburn	E. E. Piper
Silverton	A. Lerfald
E. Portland, Weatherly Bldg.,	H. E. Anderson
E. Portland, 734 N. Killingsworth St.	Dillen Rogers
Portland	328 S. W. Alder St. Brandt & Zimmer
Reedsport	Sol Davidson
Marshfield	J. H. Mills
Coquille	V. R. Wilson
Springfield	E. G. Privat
Hillsboro	J. L. Anderson
McMinnville	Dielschneider Bros.
Toledo	C. W. Miller
Corvallis	Wm. Konick
Dallas	W. C. Retzer
Tillamook	M. J. McInerney

RULE 10 (H). A triangular flag with green center and white border will indicate end of track over which speed has been restricted.

RULE 14 (b). Salem: After stopping at railroad crossings, give two long sounds of whistle only when visibility is obscured.

RULE 14 (d). Springfield Junction: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

RULE 14 (m). Salem and Hillsboro: Approaching railroad crossings give one long sound of whistle only when visibility is obscured.

Eastward freight trains should not whistle approaching Brooklyn.

RULES 17 and 19. Night signals will be displayed through tunnels and sheds.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on page 4.

RULE 83 (A). At following stations only the trains indicated will register:

Eugene: First-class trains.

Springfield, Springfield Junction and Mohawk Junction: All trains when instructed by train order.

Registration of Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

Registration of trains terminating Oakridge may be transmitted by telephone to operator at telegraph office, who must enter same on register. The entry must be verified by operator repeating registration for verification.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Crescent Lake: Nos. 17, 18, 23 and 24.

Oakridge: First-class trains and Nos. 661 and 662.

Eugene Yard: First-class trains.

No. 334 register in train register placed in telephone booth near west wye switch Eugene Yard.

Albany: All trains except No. 666.

Salem: All trains except Nos. 666, 677 and 678.

Brooklyn: First-class trains.

RULE 83 (C). Before using Union Pacific main track, East Portland, yard crews will secure register check, at East Portland Tower, on overdue first-class trains, per Union Pacific Rule 83 (C). No time will be put out on such trains as are late on their schedule, and yardmen will be expected to protect against delayed first-class trains, per Union Pacific Rule 93.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals". When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals".

RULE 92. Will not apply to movement of trains East Morrison Street to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct. (Bailey Jct. yard). On main track at Bailey Jct. On main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

Herders must use green flag by day and green light by night to give signals for movement of trains and engines entering or leaving Yard tracks at Brooklyn, Salem and Eugene Yard.

Yards are established at the following stations:

ALBANY
Main Line..........East M.P. 691.73
Main Line..........West M.P. 689.67
Toledo Br...........East M.P. 691.75

ASHLAND
East M.P. 430.80
West M.P. 427.08

BAILEY JCT.
West Side Br........West M.P. 673.00
West Side Br........East M.P. 673.71
Alpine Br...........West M.P. 675.24
Bellfountain Br......West M.P. 675.41

BEAVERTON
West M.P. 774.41
East M.P. 776.03

BLACK ROCK
West M.P. 745.97

BUXTON
West M.P. 781.56
East M.P. 780.27

BROADMEAD
Willamina Br........West M.P. 737.49
Willamina Br........East M.P. 738.08
Perrydale Br........East M.P. 737.97

CANBY
Main Line..........West M.P. 745.84
Main Line..........East M.P. 747.87
Molalla Br..........West M.P. 748.20

CARLTON
West M.P. 741.90
East M.P. 743.52

CARNATION
West M.P. 757.62
East M.P. 758.91
Includes spur from Detour to Forest Grove City Station.

CASCADE SUMMIT
West M.P. 535.43
East M.P. 537.20

COCHRAN
West M.P. 800.47
East M.P. 799.65

COOK
Newberg Br.........West M.P. 763.47
Newberg Br.........East M.P. 764.72
West Side Br........West M.P. 781.91

COQUILLE
West M.P. 784.15
East M.P. 786.87

CORVALLIS
West Side Br........West M.P. 685.87
West Side Br........East M.P. 690.96
Toledo Br...........West M.P. 701.02
Toledo Br...........East M.P. 703.88

COTTAGE GROVE
West M.P. 624.11
East M.P. 627.15

CRESCENT LAKE
West M.P. 526.60
East M.P. 530.16

DALLAS
West M.P. 733.31
East M.P. 735.03

DAWSON
East M.P. 679.40

DETROIT
West M.P. 745.19
East M.P. 747.20

DRAIN
West M.P. 608.29
East M.P. 609.65

ENRIGHT
West M.P. 811.55
East M.P. 810.75

EUGENE
Main Line..........West M.P. 645.71
Main Line..........East M.P. 651.28
Coos Bay Br........East M.P. 650.76

FOSS
West M.P. 827.87
East M.P. 826.87

GARIBALDI
West M.P. 846.70
East M.P. 845.33

GAYLORD
West M.P. 806.75
East M.P. 808.10

GERLINGER
West Side Br........West M.P. 714.13
West Side Br........East M.P. 715.64
Falls City Br........West M.P. 728.17
Falls City Br........East M.P. 729.68

GLENBROOK
East M.P. 675.92

GLENDALE
West M.P. 507.52
East M.P. 508.33

GOLD HILL
West M.P. 456.70
East M.P. 458.12

GRANTS PASS
West M.P. 472.94
East M.P. 474.57

HILLSBORO
Westside Br.........West M.P. 764.30
Westside Br.........East M.P. 766.94
Tillamook Br........West M.P. 766.52

INDEPENDENCE
West M.P. 708.57
East M.P. 711.17

LEBANON
West M.P. 687.57
East M.P. 690.17

MARSHFIELD
West M.P. 764.28
East M.P. 771.19

McMINNVILLE
West M.P. 734.04
East M.P. 736.30

MEDFORD
West M.P. 439.40
East M.P. 443.36

MILL CITY
West M.P. 725.79
East M.P. 727.90

MOLALLA
East M.P. 757.32

MONROE
West M.P. 671.41
East M.P. 672.25

MYRTLE POINT
West M.P. 794.02
East M.P. 795.36

NEWBERG
West M.P. 748.06
East M.P. 749.53

OAKRIDGE
West M.P. 579.33
East M.P. 581.68

OSWEGO
Newberg Br.........West M.P. 766.58
Newberg Br.........East M.P. 768.70
Milwaukie Br........East M.P. 768.80

OVERLAND
West M.P. 777.95
East M.P. 778.84

PORTLAND
Main Line..........West M.P. 765.01
Milwaukie Br........West M.P. 770.76

POWERS
West M.P. 811.85

REEDSPORT
West M.P. 739.61
East M.P. 741.13

ROSEBURG
West M.P. 571.48
East M.P. 574.56

SALEM
Main Line..........West M.P. 715.91
Main Line..........East M.P. 721.11
Woodbn.-Spgf. Br....West M.P. 718.93
Woodbn.-Spgf. Br....East M.P. 719.58
Falls City Br.........East M.P. 721.15

SALMONBERRY
West M.P. 816.55
East M.P. 815.68

SEGHERS
West M.P. 754.15
East M.P. 755.64

SHELBURN
Woodbn.-Spgf. Br....West M.P. 704.52
Woodbn.-Spgf. Br....East M.P. 705.30
Mill City Br.........East M.P. 705.56

SILVERTON
West M.P. 726.46
East M.P. 728.42

SPRINGFIELD
Cascade Line.......West M.P. 617.64
Cascade Line.......East M.P. 620.35
Woodbn.-Spgf. Br....East M.P. 646.04

ST. JOSEPH
Westside Br.........West M.P. 737.52
Westside Br.........East M.P. 738.46
Newberg Br.........East M.P. 738.40

TALLMAN
Woodbn.-Spgf. Br....West M.P. 684.42
Woodbn.-Spgf. Br....East M.P. 685.72
Tallman Br..........West M.P. 696.91

TILLAMOOK
East M.P. 855.57

TIMBER
West M.P. 793.91
East M.P. 791.77

TOLEDO
West M.P. 765.12

WARNER
West M.P. 801.91
East M.P. 802.95

WENDLING
East M.P. 661.56

WHEELER
West M.P. 834.87
East M.P. 832.24

WHITESON
Westside Br.........West M.P. 730.23
Westside Br.........East M.P. 731.24
Willamina Br........East M.P. 730.93

WINONA
West M.P. 721.78
East M.P. 723.14

WILLAMINA
West M.P. 748.42

WOODBURN
Main Line..........West M.P. 734.12
Main Line..........East M.P. 736.25
Woodbn.-Spgf. Br....West M.P. 736.38

First class trains run with caution between signal bridge west of train order office Brooklyn and Union Station, Portland.

Toledo—C. D. Johnson Lumber Corporation have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg—Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

Salem—Leverman Bridge Tenders operating interlocking signals on drawbridge Salem on Falls City Branch will notify telegrapher at Salem or yardman at Lemrock when westward trains arrive at bridge and will not clear interlocking signal until instructed by telegrapher at Salem or yardman at Lemrock.

When interlocking signal is in proceed position, westward trains will proceed to Lemrock.

Westward yard engine movements over bridge will be identified by calling for interlocking signal which may be cleared without permission from telegrapher or yardman.

Albany—Oregon Electric trains using Southern Pacific track between Albany and Lebanon will cross Southern Pacific main track just west of signal 6912-6913 and use Albany and Page sidings between Tallman Branch track and junction switch at Lafayette Street and in addition to complying with Rules 83, 83-C and 93, must obtain permission from operator at Albany before crossing Southern Pacific main track.

RULE 98.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED.

Eugene Yard and Danebo	O. E. Crossing.
Albany Yard	O. E. Crossings.
Gerlinger	Falls City Branch.
Pinckney and Lemrock	O. E. Crossing M. P. 719.7.
Hillsboro, Range Street	O. E. Crossing.
Rames and Liberal	W. V. R. Crossing.

at which trains will stop before crossing and be governed by Rule 14 (b). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

RULE 102. Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion, and charge brake pipe on detached portion before making coupling, using 15-foot air hose carried in baggage car for that purpose. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If for any reason brake pipe of detached portion cannot be recharged or if necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or lead truck of detached portion descending grade, must be chained to rail in such manner as to derail cars should they start. After brake pipe of detached portion has been recharged and brakes applied, chain must be removed before recoupled.

A special box containing the 15-foot length of air hose and couplings will be placed on baggage cars of westward passenger trains at Eugene and removed at Crescent Lake, except box on No. 17 and No. 23 will go through to Klamath Falls to return on No. 18 and No. 24, and placed on eastward passenger trains at Crescent Lake and removed at Eugene. A member of the train crew must ascertain that special air hose is available on train before departure from Eugene and Crescent Lake.

RULE 103 (A). Trains and Engines must stop and be preceded by flagman before crossing highway at Seghers, within 50 feet of Stimson Mill Spur crossing with Westside Highway, Flander (Molalla Branch) over Pacific Highway.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia	For Milwaukie Branch
Cook	For West Side Branch
Hillsboro	For Tillamook Branch
St. Joseph	For Newberg Branch
Whiteson	For West Side Branch
Corvallis Jct.	East Wye Switch, West Side Branch for wye
Alpine Jct	For Alpine Branch
Bailey Jct	For Bellfountain Branch
Mohawk Jct	For Cascade Line
Springfield Jct.	For Cascade Line (Oil buffer spring switch)
Eugene Yard	East Wye Switch on Coos Bay Branch for movement to Eugene Passenger station
Willsburg Jct	For Main Line

Albany—Oregon Electric Ry. connection is located at M. P. 691.3.

Geer—East and west wye switches must be left set and locked for Woodburn-Springfield Branch.

Shelburn—West wye switch must be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

Lebanon—Oregon Electric Ry. switch is located at M. P. 688.9 east of Lebanon station and normal position is for Southern Pacific main track.

Tallman—East wye switch must be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Lebanon and Brownsville.

Corvallis and Corvallis Jct.—Switches must be left set and locked for movement between Albany and Philomath via Sixth Street line.

Dallas—Switches must be left set and locked for movement between Salem and Dallas passenger station.

DERAILERS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
Clearance point main track Milwaukie Branch at Willsburg Jct.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track Newberg Branch at Wilsonia.
Willamina, 1550 feet east of station.
Black Rock, 100 feet west of water tank.

RULE 105. Following tracks are designated for use as sidings.

Cascade Summit Eastward siding (Lake Side).
Westward siding (Station Side).

Oakridge—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

Junction City—No. 1 Track next to main track.

Brooklyn—Track "A."

Reedsport—Track opposite Passenger Station.

Myrtle Point—House Track.

Oswego—Track opposite station.

Cochran—Long track between east switch and connection to main track west of station.

Crescent Lake—Westward freight trains taking siding use track No. 1. Eastward freight trains taking siding use track No. 2.

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford—Siding extends from automatic block signals 4414-4415 to automatic block signals 4420-4421.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal 5724, for westward trains just west of signal 5729. Westward freight trains entering yard will use No. 1 track. Eastward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene—Siding extends from signals 6472-6473 to signals 6490-6491 and first-class trains (except Marshfield subdivision first-class trains) will use siding between signals 6472-6473 and 6476-6477.

Marshfield Subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.

Page—Siding extends from signals 6898-6897 to signals 6906-6907.

Albany—Siding extends from signals 6906-6907 to signals 6910-6911. Eastward first class trains will take siding at connection switch just east of signals 6906-6907.

Tallman Branch main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Toledo Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left lined and locked for east leg of wye.

Salem—When eastward trains are to take siding to meet other trains they will take siding at connection switch just east of signals 7178-7179.

Canby—Siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby.

RULE 210. Woodburn—Train order hoop post on station side of main track, opposite train order signal.

RULE 221. The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Mt. Angel
Newberg
Lyons
West Scio
Silverton
Toledo
Independence
Brownsville
Wheeler
Monroe
Sheridan
Coquille
Myrtle Point

Trains must obtain a clearance before leaving Medford, Grants Pass, Marshfield, Albany, Salem, Corvallis, Dallas, Mill City, Timber.

Eugene—Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

Marshfield Subdivision trains, originating or terminating at Eugene, will not be required to obtain clearance Eugene Yard.

RULE 825. When cars are left on grade not protected with derailers they must be chained to rail.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

RULE 834. Open-top cars loaded with rail, pipe, lumber, structural steel, poles or mounted wheels, when such lading projects above sides and end-walls of the car, must not be placed in trains next to cab of Mallet engines.

RULE 869. Rear brakemen on freight trains between Cascade Summit and Oakridge will observe track from rear of caboose so train may be stopped in case of derailment. Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position. Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7687, 7679 or 7673 may then proceed with caution not exceeding 10 miles per hour, to next clear distant or home signal. Flagman need not precede train.

When eastward first class trains pass caution signal 5282 at Crescent Lake displaying a caution indication, and engine crews change at that point, it will be the duty of the incoming engineer to advise the outgoing engineer of this fact, and the train will proceed with caution until the indication of signal 5290 can be observed.

RULE 509(e). That portion of Rule 509(e) reading: "and the intervening track is seen to be clear" is interpreted as referring to the track being clear of locomotives and/or cars.

The following block signals have included in their control limits some special protective devices. When these signals indicate stop, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of trains before proceeding:

BROOKLYN SUBDIVISION

Eastward		Westward	
No.	Protection Afforded	No.	Protection Afforded
5714	Rock slide fence MP 572	5721	Rock slide fence MP 572
		5735	Rock slide fence MP 572
6104	Rock slide fence MP 611 to MP 613	6125	Rock slide fence MP 611 to MP 612
6118	Rock slide fence MP 613	6137	Rock slide fence MP 611 to MP 613

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches. Sand must not be used at location rail lubricators.

Springfield Junction—Normal position oil buffer spring switch for Cascade Line. Eastward trains from Siskiyou Line will trail through without lining switch. Westward trains to Siskiyou Line will line switch by hand and restore to normal position when movement completed.

Cascade Line trains reduce to 30 MPH, Siskiyou Line trains to 25 MPH over this switch.

Signal 6447 governs westward movement over switch. Top arm for Cascade Line normally indicates proceed, lower arm for Siskiyou Line normally indicates stop and changes to proceed when switch lined for Siskiyou Line and block clear.

Signal 6208 on Cascade Line and Signal 6446 on Siskiyou Line govern eastward movement over switch, normally indicate stop and change to proceed on approach when block clear and signal on converging line is at stop.

When eastward signal does not change to proceed, trainmen will go to signal 6208, observe indication of indicator mounted above release box adjacent to signal and if indicator indicates block is clear, trainman or engineman will operate time release and push button in the release box by turning release knob to the right until pointer is at zero, hold it firmly in that position while push button for the signal desired is pushed in as far as it will go, then release both, and signal will clear after four minutes. Release must not be operated when train approaching with proceed signal until that train has stopped.

When unable to obtain proceed signal, be governed by Rule 509, protecting on converging track also, unless it is known signal on that track indicates stop.

RULE 516. Overlap posts are located at

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 2000 feet west of east switch.
Kane, 500 feet west of east switch.
Coos, 1616 feet west of east switch.

Westward trains: Reed, 1740 feet east of west switch.
Medford, 1434 feet east of Signal 4413.

SPECIAL SIGNALS

Lemrock—Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Junction—Normal indication of home signal on Milwaukie Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Milwaukie Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Branch at Willsburg Junction will stop west of signal 7646 west of Willsburg Junction.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf Signal 6196 on Woodburn-Springfield Branch governs movement of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf Signal 6180 on Wendling Branch governs movement of trains from Wendling Branch.

Lebanon—Oregon Electric Railway Junction switch at M. P. 688.9 is protected by automatic Signals 6889 and 6891 located near fouling points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. track with derail on O. E. track in derailing position. Normal indication of signals on S. P. track is proceed and signal on O. E. Ry. stop.

When switch indicator located at derail indicates clear, derail and switch may be lined for movement to S. P. track and when so lined and block is clear, signal on O. E. Ry. will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

When operator is on duty at Lebanon, Oregon Electric trains will obtain permission from operator before entering Southern Pacific main track.

Marshfield Subdivision—Approaches to following tunnels protected by automatic block signals:

Tunnel 13, from M.P. 668 to M.P. 671.9.
Tunnels 15 and 16 from M.P. 719.2 to M.P. 723.1.
Tunnel 19 from M.P. 744 to M.P. 748.

Coos Bay Bridge—Automatic block signal limits are from M.P. 763 to M.P. 765.1 from middle of Coos siding to just west of west switch North Bend.

Ashland—Trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

West Side Branch—Automatic block signal limits are from M.P. 768.0 to 768.5.

INTERLOCKING

PORTLAND YARD—Hawthorne Avenue Tower—End of double track west of Clay Street.

Hand signals permitted by rule 628 may be given from tower.

At Hawthorne Ave. interlocking plant trains stopped by signals SA 7691 and SA 7693 may, after complying with Rule 663, proceed through automatic portion of block with caution not exceeding 10 miles per hour to next home signal. Flagman need not precede train.

MADISON STREET—Crossing of Spokane, Portland and Seattle Ry.

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed be governed by rule 663.

EAST PORTLAND TOWER—Governs movement over Willamette River Bridge.

Extends from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by Union Pacific rules, the requirements of which are similar to Southern Pacific interlocking rules except Union Pacific Rule 663 requires hand signal from Signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will govern:

To Portland—One long.
To Albina—One long, one short.
To S. P. main track—One short, one long.
To Transfer Track—One long, one short, one long.
To Graham (Sullivan Gulch Line)—Two long.
To East Second Street—Two short, one long.
To S. P. Yard—One short, one long, one short.

NORTHERN PACIFIC TERMINAL TOWER—Extends from east end of Willamette River Bridge to Terminal Tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving Terminal Company Yards.

When the Home signal is at "stop" the following whistle signals will be used to call desired route:—

For Albina—One long, one short.
For Troutdale—Two long.
For S. P. Main line—One short, one long.
For S. P. Yard—One short, one long, one short.
For East Second Street—Two short, one long.
For S. P. & S. to East side—Two short, one long.

When the Home signal is at "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lantern signals for route desired, omitting whistle signals.

Trains and engines using tracks 1 to 10 inclusive, must run at restricted speed when passing a train receiving or discharging passengers and must not cross under "High Shed" at passenger station without receiving a proceed signal from the Stationmaster or his Assistant.

In making this movement with yard engines, a member of the crew, and not more than one, must ride on leading footboard of the engine, and when cars are being pushed must ride on front of leading car in direction engine is moving.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the Station Master, Baggage Master or their Assistants.

Trains and engines must not exceed ten miles per hour between Seventeenth Avenue and the passenger station, and six miles per hour between North end of Passenger Station tracks and Front Avenue.

CUSHMAN DRAWBRIDGE TOWER—Governs movement over Siuslaw River Bridge just east of Cushman.

REEDSPORT DRAWBRIDGE TOWER—Governs movement over Umpqua River drawbridge 0.6 mile west of Reedsport.

NORTH BEND DRAWBRIDGE TOWER—Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

TOLEDO BRANCH—Albany Drawbridge Tower—Governs movement over Willamette River drawbridge 0.8 mile west of Albany.

FALLS CITY BRANCH—Salem Drawbridge Tower—Governs movement over Willamette River drawbridge one mile west of Lemrock.

AUTOMATIC INTERLOCKER

WESTSIDE BRANCH

Tigard—Crossing of Oregon Electric Railway 0.7 mile west of Tigard protected by automatic interlocking. Limits extend from home signal 480 feet east of crossing to home signal 480 feet west of crossing.

No operator on duty. Normally signals indicate stop. Train approaching on either Southern Pacific or Oregon Electric Ry. will cause signal to change to proceed provided no other train occupies the approach circuit or is within the limits of the interlocking.

TRAIN AND AIR INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte
Fields or Wicopee
McCredie Springs
Hugo
Timber
Mayo or Belding

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles except between Eugene Yard and Brooklyn when conditions are favorable and in the judgment of the conductor it is safe to do so, they may run 70 miles without stopping for inspection.

AIR BRAKE RULE 3. Standard brake pipe pressure for freight or mixed trains on the Portland Division will be 80 instead of 70 pounds as shown in the first paragraph.

AIR BRAKE RULE 23. Compliance with this rule is required at turn-around points where no change is made in engine, engine crew or train crew.

AIR BRAKE RULE 24. Standing rear end air tests must be made immediately before leaving on all trains at Cochran.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear.

In making rear end test between Crescent Lake and Eugene, between Buxton and Salmonberry, between Black Rock and Falls City, and between Glendale and Grants Pass, it must be made in accordance with Air Brake Rule 24(B).

AIR BRAKE RULE 31. On ascending grade before helper engines in the rear of freight trains are detached, sufficient hand brakes must be set ahead of helpers to prevent slack running out. This does not modify Miscellaneous Special Instructions on Page 14 of the current timetable requiring engineer on road engine on Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte to make a 15 lb. brake reduction before rear helpers are cut off and permitting hand brakes in this instance to be set after helper engines are detached.

AIR BRAKE RULE 32. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:

	Freight
Grants Pass and Glendale	140 Ms
Summit and Nashville	120 Ms
Black Rock and Falls City	100 Ms
Timber and Belding	100 Ms
Buxton and Strassel	120 Ms

AIR BRAKE RULE 33. Retainers will be used on descending grades as follows:

Timber-Enright Black Rock-Falls City		1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville		1 valve for every 120 Ms in train.
Cascade Summit-Oakridge Glendale-Grants Pass		1 valve for every 140 Ms in train.
Divide-Comstock Rice Hill-M.P.594 Rice Hill-M.P.602	Freight trains only	1 valve for every 150 Ms in train.
Macleay-Geer		1 valve for every 120 Ms in train.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Hemlock.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

AIR BRAKE RULES 35 AND 39. Rear end air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 39, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AIR BRAKE RULE 39. Running tests must be made by passenger trains as follows:

Portland Steel Bridge—Passing East Clay Street.

Eastward trains leaving Grants Pass and just west of station Cascade Summit.

Westward trains leaving Glendale.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

MISCELLANEOUS

1 Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte may spot road engine without detaching from train. After road engine obtains water, train will be moved ahead until helper engines are West of water columns. Leading helper engine should obtain water before other helper engines and immediately recouple to train. It will be permissible to go to the siding for water with helper engines if train is being delayed and the move is protected. A trainman must be stationed, when practicable, on rear of train while in motion, in compliance with Rule 846. No attempt must be made to spot helper engines at water column without detaching from train. Before helper engines are detached to take water, engineer on road engine will make a 15 pound brake pipe reduction. When such reduction is noted by helper engineer in rear of train, engineer on lead helper will indicate to brakeman that helper engines may be cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helpers are recoupled to train.

If road engineer fails to spot road engine at water column it will be necessary to detach road engine and go to siding for water. Road engine and helper engines must not be detached from train at the same time.

Helper engines must have one-half tank of water before leaving Cascade Summit returning light to Oakridge.

3 Car limit descending grades between Westimber and Belding 50 cars and Westimber to Buxton 60 cars, with consolidation engines.

4 When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a consolidation engine, will be cut in train immediately ahead of caboose, except in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

4(a) For the purpose of pushing trains out of yards:

(a) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

Oakridge—Trains of 95 cars or less, helper engines will be placed in train with first helper cut in not more than 78 cars from road engine, second helper not less than 7 cars behind first helper, and third helper not less than 7 cars behind second helper, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment, and at least 7 cars ahead of caboose. Trains of more than 95 cars, rear helper will be cut in at least 7 cars ahead of caboose and at least 7 cars will be placed between other helpers.

Helper engines will be lined up at roundhouse in reverse order and move to east end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

When F-4 or F-5 class engines are used in helper service between Oakridge and Cascade Summit they must be placed in train behind Mallet engines.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

Not more than two engines will operate coupled together on the Tillamook Branch. When three helper engines are operated in rear of train, two helpers will be placed in train five cars ahead of rear helper which should be cut in train immediately ahead of caboose but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

5 In order to more definitely indicate the tracks normally used by Southern Pacific crews in Albina Yard for the purpose of interchange as between the Union Pacific and Southern Pacific, the following Albina tracks are so designated for receipt and delivery of transfers:—

Old Main Line

Coach Tracks 2, 3, 5 and 6

Tracks 1 to 12, inclusive

Tracks 23 to 26, inclusive

Cascade Summit. Train should be stopped West of crossover, and helper engine should be used to shove rear portion of train to a coupling.

Westward trains holding main track and changing engines at Cascade Summit, make change at west leg of wye unless otherwise instructed by conductor.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

7 Capacity of sidings between clearance points is based on an average car length of 47 feet not including engines and caboose.

9 East Morrison St.—No. 19 will stop with engine clearing north line of that street to avoid blocking traffic.

10 Engines over 200,000 lbs. on drivers must not operate over tracks listed below:

MEDFORD
  (Big Pines Spur)
  (Clark-Henry Track)
  (Connection leading to Clark-Henry Track)
  (Old Jacksonville Ry. Track)
GOLD HILL
  (Oil Spur)
ROCK POINT
  (Del Rio Orchards Track)
ROSEBURG
  (Kenny Spur)
DEADY
  (Spur Track)
EUGENE
  (Jennings Spur)
  (House Track)
  (Woolen Mill Spur)
  (Gas Spur)
  (Allen & Lewis Spur)
  (Eugene Concrete Co. Spur)
  (Walters Bushong Spur west of Road Crossing)
  (Eugene Sand and Gravel Co. Spur)
EUGENE YARD
  (Spur Track at M.P. 649.8, Coos Bay Branch)
SPRINGFIELD JUNCTION
  (Storage Track)
  (Wye track between Cascade Line and Siskiyou Line)
SPRINGFIELD
  (Woodburn-Springfield Wye)
  (Booth-Kelly Tracks)
  (High Line Log Spur)
  (Flour Mill Spur)
PULP
  (Crown Willamette Paper Co. siding between warehouse and river)

3600, 3700, 4100, 4200, 4300, and 4400 class engines must not operate over following tracks:

Haskell	Powder spur.
Clackamas	Stock track.
Park Place	Gravel spur.
Oregon City	House track and paper mill track.
Pulp	Log Dump track.
New Era	Spur track.
Canby	Pit, stock and team tracks.
Barlow	Spur track.
Aurora	House track.
Woodburn	Back tracks from west end to clearance points east end and one thousand feet west of Cannery on Woodburn-Springfield Branch.
Fair Grounds	Tile, wood, oil, Valley Packing and Fair Grounds spurs.
Salem	East leg of wye. Trade St. track beyond a point 200 feet from wye track switch.
Turner	House track.
Marion	House track.
Jefferson	House and back tracks.
Millersburg	House track.
Albany	Track 4, house track, all tracks in old C. & E. yard (except main track and wye).
Tangent	Mill track and house track.
Harrisburg	Standard Oil Spur.
Junction City	All inside tracks (except siding). 3700 class may operate on back track from east end to stock corral.
Latham	All yard tracks.
Divide	Wye track.
Oakland	Over curves on house track between station and East switch.
Sutherlin	Stock yard track.
Myrtle Creek	Standard Oil Spur, Shell Oil Spur, Packing Plant track, House Track except 4000 Class on Packing Plant track.
Rogue River	Between East switch and Crossover switch on siding.
Medford	Medford Timber Products Corpn. spur.
Jasper	Spur track.
Pengra	House track.
Armet	Spur track.

4100, 4200 and 4400 class engines are restricted between Ashland and Springfield Junction and on East leg of wye Woodburn.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

3200, 3900, and 4000 class engines must not operate beyond 800 feet west of west switch of Terminal Ice and Cold Storage Co. and Ray Maling Co. track on Woodburn-Springfield Branch at Woodburn, Trade Street track beyond a point 200 feet from Wye track switch at Salem, and Water Street, Albany.

Engines will not operate on track No. 3 Westimber.

SPECIAL INSTRUCTIONS

Engines Class T over 150,000 lbs. and Class TW and C over 200,000 lbs. on drivers not permitted operate on:

Tillamook-Newberg-Willamina-Geer-Falls City Branches. Woodburn-Springfield Branch (Woodburn-Geer) Toledo Branch (Albany-Corvallis) Coos Bay Branch (Eugene-Myrtle Point) West Side Branch (Cook-Corvallis).

Engines Class T over 126,000 lbs. and TW over 167,000 lbs. on drivers not permitted to operate on:

West Side Branch (Corvallis-Cheshire) Bellfountain and Alpine Branches, Tallman Branch, Woodburn-Springfield (Tallman-Lebanon).

Engines Class T over 100,000 and TW over 125,000 on drivers not permitted to operate on:

Perrydale-Mill City-Wendling Branches, Toledo Branch (Corvallis-Toledo) Woodburn-Springfield Branch (Springfield-Tallman and Lebanon-Geer), Coos Bay Branch (Myrtle Point-Powers) Molalla Branch (except TW not over 147,000 lbs. may operate).

Engines weighing over 180,000 lbs. on drivers must not operate on Fisher's spur, Corvallis.

Two GS type engines must not be coupled together on a descending grade where curves of 10 degrees or more are involved.

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track.

Engines over 161,000 lbs. on drivers must not operate on tracks S. P. Open Dock, East Portland.

Engines over 120,000 lbs. on drivers must not operate over trestle on retail track owned by Coos Bay Lumber Co., at Marshfield.

Trains or engines must not operate on Wigrich Spur unless train order advice has been received that track has been examined by Section forces.

Engines over 147,000 lbs. on drivers must not operate between Wigrich Jct. and Wigrich.

PFE 100,000 and 200,000 series refrigerator cars known as "Giant" and "Super-giant" types must not be handled on: Wendling; Willamina; Alpine Bellfountain branches west of Banks on Tillamook branch, east of Marshfield on Coos Bay branch and between Geer and Springfield on Woodburn-Springfield branch.

Loaded 16-foot hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Lemrock and Salem, Eugene and Albany.

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and you should be on guard for overhead cable or other obstructions.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing. Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

When train handling logs (except in gondolas) takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Southern Pacific Company employees must not handle engines or cars on J. H. Baxter and Company locomotive crane track at Clackamas.

16 Three wire line between Marshfield and Coquille. Two wire line between Coquille and Myrtle Point and single wire line between Myrtle Point and Powers is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

18 When two road engines, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard engine (without engine truck) and a road engine, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When an engine weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the engine handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead engine.

When an engine weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

Road engines should be headed in direction of movement whenever possible.

20 In making up trains at terminals for main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood underframe cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

22 Wilkesboro—S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

25 Electric lanterns may be used for displaying white light only, except herders may use green lanterns to signal trains to enter or leave yards.

26 Before workmen enter turntable pit for any purpose, the turntable must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turntables and at both ends of manually operated turntables. Such a sign or signal when so displayed indicates workmen are under or about the turntable, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPEED RESTRICTIONS

Engines with pilots removed or not equipped with engine or pony trucks 20 miles per hour.

Engines operated coupled tender to tender must not exceed speed permitted of that class running backwards.

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

Maximum allowable speeds for engines on CURVE TRACK will be governed by the speed authorized for the degree and super-elevation of the curve, subject to further restrictions imposed by character of train and local operating conditions.

Trains handling steam relief outfit or Locomotive Ditcher 4044 and 4048 must not exceed 25 miles per hour between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on branches.

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Maximum allowable speed of trains handling flangers is 30 miles per hour. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 miles per hour and between Heather and Oakridge 30 miles per hour.

Maximum operating speeds (in M.P.H.) for ENGINES on TANGENT TRACK, subject to restrictions imposed by character and authorized speed of train, type of tender and local operating conditions, are shown on speed chart page 16.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Maximum speed (in M.P.H.) of disabled engines (except Class S or SE) running under own steam or hauled in train must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are on	30 M.P.H.
G. S. engines	20 M.P.H.
S. P. 1, 2 and 3 when inside main rod removed	30 M.P.H.
S and S. E. engines and all other classes of engines when not equipped with engine trucks under all conditions	20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles per hour.

Trains consisting of engine and caboose only are permitted to operate at speed authorized for engines running light, except they shall not exceed 40 miles per hour.

Trains must not exceed 15 M.P.H. through turnouts, crossovers and on sidings on main lines and 12 M.P.H. through turnouts, crossovers and on sidings on branch lines.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains; passengers, if any, to move on passenger train.

(a) Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent of Transportation.

(b) Speed of trains handling such cars must be restricted as follows:
When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour. When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

(c) If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

(Unless otherwise further restricted by
time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	M.P.H.
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4-5	On tangent main tracks	35
	except SPMW 4044 and 4048	25
6-12 Inc.	On branch tracks	18
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4-5	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4-5	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4-5	On tangent main tracks	25
6-12 Inc.	On branch tracks	18
	With a light car each side, limit speed over Phoenix column spans on Wendling, Woodburn-Springfield and Toledo Branch to ten miles per hour. No restrictions on other bridges.	

SPECIAL INSTRUCTIONS

BROOKLYN SUBDIVISION

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 50 miles per hour.

Odell Lake and Cascade Summit, Natron and Springfield—Maximum speed of passenger trains on curves 45 miles per hour.

Cascade Summit—When using East or West leg of wye with AC-4-5-6-7-8 engines do not exceed 6 miles per hour.

Eugene and Hito—Maximum speed of passenger trains on curves, 60 miles per hour.

Brooklyn and Portland—15 miles per hour passing shop buildings Brooklyn and 10 miles per hour over all street crossings between the Brooklyn shop buildings and the Willamette River bridge, and on East First Street, between Clay Street and East Oak Street; 15 miles per hour between East Oak and Front Street and 6 miles per hour Front Street and Union Station. 4300 and 4400 class engines 6 miles per hour over frogs and around curves west end Willamette River Bridge.

TOLEDO BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

WEST SIDE BRANCH

Reduce to 20 miles per hour between interlocking home signals Tigard automatic interlocking plant.

NEWBERG BRANCH

Cook—Reduce to 20 miles per hour over Junction switch.

FALLS CITY BRANCH

Salem—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River Bridge.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

Reduce to 10 miles per hour on 17°30′ curves one-half mile west of Belding at mile post 807.5 and two-tenth miles west of Belding at mile post 808.2.

Consolidation engines must not exceed 12 miles per hour backing up on curves between Bay City and Garibaldi and between Jetty and Wheeler.

MEDFORD SUBDIVISION

Medford—Reduce to 10 miles per hour over Main Street crossing.

AC Class engines must not exceed 6 miles per hour on house track at Green and track 4 Glendale.

Passenger trains must reduce to 20 miles per hour and freight trains to 15 miles per hour on 12 degree curves between tunnel No. 5 and west switch at Brandt and on 12 degree curve at mile post 528.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Siuslaw River, Umpqua River, Coos Bay, Coal Bank Slough and Baker Creek Bridge No. 10, Coquille Bridges, 1, 2, 3, 4, 5, 7, 8, 9, 12, 13 and tunnel 1 between Myrtle Point and Powers.

Trains handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 21 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

CBL saddle back engines 11 and 12 must not be used between Myrtle Point and Marshfield. CBL saddle back engines 9 and 10 reduce to 15 miles per hour over all bridges and trestles between Myrtle Point and Marshfield.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour and
Maximum speed of any freight or mixed train must not exceed 35 miles per hour, except as otherwise provided for:
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

		PASSENGER					FREIGHT				LIGHT ENGINES RUNNING FORWARD			
Page No.	TERRITORY	Maximum	With T 26, 32, 40, P, MT, GS Engines	With T 1, 8, 9, 23, 28, 31 Engines	With C 2, 4, 5, 8, 9, 10, F, AM, AC 4, 5, 6, Engines	With TW, AC 1, 2, 3, Engines	AC 4, 5, 6, 7, 8, F Engines Cross Counter Balanced	Freight and Mixed Maximum	With AC 4, 5, 6 Engines	Engines Backing	Switch Engines S-SE Type	P MT, GS	T 26, 32, 40 F Engines Cross Counter Balanced	T 1, 8, 9, 23, 28, 31, C. 2, 4, 5, 8, 9, 10, F	TW, MK, AC, AM
5	Ashland-Medford	45	45	45	45	40	45	30	....	20	20	45	40	35	30
5	Medford-Grant's Pass	50	50	50	45	40	50	35	....	20	20	45	40	35	30
5	Grant's Pass-M.P. 481.3	35	35	35	35	35	35	20	....	15	20	35	35	35	30
5	M.P. 481.3-M.P. 485.3	50	50	50	45	40	50	35	....	20	20	45	40	35	30
5	M.P. 485.3-Glendale	35	35	35	35	35	35	20	....	15	20	35	35	35	30
5	Glendale-Reuben	45	45	45	45	40	45	20	....	20	20	45	40	35	30
5	Reuben-M.P. 539.4	28	28	28	28	28	28	20	....	15	20	28	28	28	28
5	M.P. 539.4-Roseburg	50	50	50	45	40	50	35	....	15	20	45	40	35	30
5	Roseburg-M.P. 594	50	50	50	45	40	50	30	....	15	20	45	40	35	30
5	M.P. 594-M.P. 601	25	25	25	25	25	25	25	....	15	20	25	25	25	25
5	M.P. 601-Comstock	50	50	50	45	40	50	30	....	15	20	45	40	35	30
5	Comstock-Divide	25	25	25	25	25	25	25	....	15	20	25	25	25	25
5	Divide-Springfield Junction	50	50	50	45	40	50	30	....	20	20	45	40	35	30
4	Crescent Lake-Cascade Summit	60	60	50	45	40	55	35	35	20	20	45	40	35	30
4	Cascade Summit-Heather	30	30	30	28	28	30	20	20	15	20	30	30	28	28
4	Heather-Oakridge	30	30	30	30	30	30	25	25	15	20	30	30	30	30
4	Oakridge-Natron	45	45	45	45	40	45	35	35	20	20	45	40	35	30
4	Natron-Springfield	50	50	50	45	40	50	35	35	20	20	45	40	35	30
4	Springfield-Eugene	35	35	35	35	35	35	30	30	15	20	35	35	35	30
4	Mohawk Junction-Wendling	25	....	18	....	18	....	18	....	15	18	....	....	25	25
2, 3	Eugene-M.P. 665.7	60	60	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 665.7-M.P. 688	65	65	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 688-M.P. 721.8	60	60	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 721.8-M.P. 730	65	65	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	M.P. 730-Hito	60	60	50	45	40	55	40	35	20	20	45	40	35	30
2, 3	Hito-Portland	50	50	50	45	40	50	35	35	15	20	45	40	35	30

		PASSENGER				FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	TERRITORY	Maximum	With C Engines	With T Engines	With TW Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	T 26, 32, 40	C	T 1, 8, 9, 23, 28, 31	TW
6	Eugene-Noti	45	45	45	40	30	15	20	40	35	35	30
6	Noti-Mapleton	35	35	35	35	30	15	20	35	35	35	30
6	Mapleton-Lakeside	35	35	35	35	25	15	20	35	35	35	30
6	Lakeside-Marshfield	35	35	35	35	30	15	20	35	35	35	30
6	Marshfield-Myrtle Point	18	18	18	18	18	15	18	18	18	18	18
6	Myrtle Point-Powers	25	25	25	25	18	15	18	25	25	25	25
7	Woodburn-Silverton	18	18	18	18	18	15	18	18	18	18	18
7	Silverton-Tallman	25	25	25	25	25	15	20	25	....	25	25
7	Tallman-Coburg	18	....	18	18	18	15	18	18	....	18	18
7	Coburg-Springfield	20	....	20	20	20	15	15	20	20	20	20
7	Page-Tallman	30	30	30	30	30	20	20	30	30	30	30
7	Salem-Geer	18	18	18	18	18	15	18	18	18	18	18
7	Shelburn-Gates	25	....	25	25	22	15	20	25	....	25	25
7	Gates-Idanha	20	....	20	20	15	12	15	20	....	20	20
7	Albany-Philomath	30	30	30	30	30	18	20	30	30	30	30
7	Philomath-Toledo	25	....	25	25	20	12	20	25	....	25	25
8	Alpine Jct.-Glenbrook	18	....	18	18	18	15	18	18	....	18	18
8	Bailey Jct.-Dawson	18	....	18	18	18	15	18	18	....	18	18
8	Cook-Hillsboro	30	25	30	30	30	20	20	30	25	30	30
8	Cheshire-M.P. 694	30	25	25	30	30	20	20	30	25	30	30
8	M.P. 694-M.P. 696	20	20	20	20	20	20	20	20	20	20	20
8	M.P. 696-Hillsboro	30	25	25	30	30	20	20	30	25	30	30
9	Cook-St. Joseph	30	25	30	30	30	20	20	30	25	30	30
9	Willsburg Jct.-Cook	30	25	30	30	30	20	20	30	25	30	30
9	Hillsboro-Buxton	30	25	30	30	30	20	20	30	25	30	30
9	Buxton-Timber	20	20	20	20	20	15	20	20	20	20	20
9	Timber-Enright	20	20	20	20	15	10	15	20	20	20	20
9	Enright-Wheeler	20	20	20	20	18	15	18	20	20	20	20
9	Wheeler-Tillamook	18	18	18	18	18	15	20	18	18	18	18
9	Jefferson St.-Wilsonia	20	20	20	20	20	15	20	20	20	20	20
10	Whiteson-Willamina	25	25	25	25	25	15	20	25	25	25	25
10	Broadmead-Perrydale	20	....	20	20	20	15	20	20	....	20	20
10	Flander-Molalla	25	....	25	20	20	20	20	25	....	25	20
10	Salem-Gerlinger	25	25	25	25	25	15	20	25	25	25	25
10	Gerlinger-Dallas	20	20	20	20	20	15	20	20	20	20	20
10	Dallas-Falls City	20	20	20	20	20	15	20	20	20	20	20
10	Falls City-Black Rock	20	20	20	20	15	10	15	20	20	20	20

SPECIAL INSTRUCTIONS

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour
Medford	16
Central Point—5 a. m. to 10 p. m.	35
Roseburg	15
Yoncalla	25
Cottage Grove	25
Creswell	20
Eugene	15
Junction City	20
Halsey	45
Albany	12
Turner	45
Salem	20
Gervais—6 a. m. to 9 p. m.	25
Woodburn	45
Hubbard	45
Aurora—5 a. m. to 10 p. m.	35
North Bend	25
Marshfield	15
Lebanon	12
Milwaukie	12
Oswego	10
Newberg	20
LaFayette	15
Beaverton	8
Hillsboro	15
Cornelius	12
Forest Grove	15
Gaston	15
Carlton	10
McMinnville	12
Independence	12
Corvallis	15
Dallas	12

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

BROOKLYN SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
757.50	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9
698.93	Millersburg-Jefferson	N. Santiam River Crossing	21.7	4.9
620	856 feet east	Rock Cut	....	5.7

Pulp. Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

Springfield. Track lift bridge on Booth-Kelly high line track, Springfield, 250 ft. west of shingle mill.

Before using track west of shingle mill, stop and determine if lift bridge is lowered in place.

MOLALLA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
751-B	Flander-Liberal	Molalla River Crossing	....	4.7

MILL CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
714		Rock Cut	....	5.2
732		“ “	....	5.1
736	2040 feet West	“ “	....	5.8
736	3240 “ “	“ “	....	4.4
737		“ “	....	5.4
737	2000 feet West	“ “	....	5.2
737	2300 “ “	“ “	....	4.8
737	3000 “ “	“ “	....	4.0
738		“ “	....	4.8
738	2000 “ “	“ “	....	5.3
738	3000 “ “	“ “	....	4.4
738	3600 “ “	“ “	....	5.8
739		“ “	....	5.2
739	2500 “ “	“ “	....	4.3
739	3000 “ “	“ “	....	4.8
740	2300 “ “	“ “	....	5.8
741	300 “ “	“ “	....	5.6
743	90 “ “	“ “	....	5.8
743	700 “ “	“ “	....	5.6
744.21	Elk River-Detroit	Breitenbush River Crossing	20.5	4.5
745	350 feet West	Rock Cut	....	5.8
747	600 “ “	“ “	....	5.4
750	700 “ “ (both sides)	“ “	....	5.8

Idanha. Apron on loading track at Raines Saw mill.

NEWBERG BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
762.12	Tualatin-Cook	Tualatin River Crossing	21.1	....

WEST SIDE BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
758.70	Forest Grove Spur	Gales Creek Crossing	....	4.6
731.85	McMinnville-Whiteson	S. Yamhill River Crossing	19.5	4.5
702.96	Parker-Suver	Luckiamute River Crossing	19.8	4.5
779.9	Tigard	Overhead Highway Crossing	....	....

WILLAMINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
745.27	Sheridan-Shipley	S. Yamhill River Crossing	....	4.4
	Willamina	Willamina Clay Prod. Co.	16.6	2.8

Willamina. Before switching on spur track serving Pacific Plywood Corporation, Willamina, see that the hog fuel loading platform is in an upright position.

FALLS CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
719.74	Pinckney-Lemrock	Willamette River Crossing	21.6	4.9
743	3700 feet West	Rock Cut	....	4.3
747.10	Black Rock-End of Line.	6th Cross'g Little Luckiamute River	....	4.7

Dallas. Trains operating between Dallas and Falls City before occupying main track between switches of deck track Dallas, will stop and a trainman will notify crane operator to discontinue operation of crane until train has passed.

Close clearance exists on spur track serving hog fuel storage yard at Pinckney. Extreme care should be used when moving cars in and out of this track.

WOODBURN—SPRINGFIELD BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
706.29	Shelburn-N. Santiam	N. Santiam River Crossing	18.0	4.6
700.99	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
698.58	Gaines-Crabtree	N. Fork Crabtree Cr. Cross.	20.5	5.0
698.48	Gaines-Crabtree	Crabtree Creek Crossing	19.9	5.3
671.67	Brownsville-Twin Buttes	Calapooia River Crossing	20.6	4.3
650.25	Chestnut-Armitage	McKenzie River Crossing	18.5	5.7

TOLEDO BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
691.70	Albany	First Street Crossing	....	4.5
691.82	Albany-North Albany	Willamette River Crossing	21.8	4.4
711.35	Flynn-Wrens	1st Crossing Marys River	18.4	4.2
715.0	1000 feet West	Rock Cut	....	4.6
716.68	Wrens-Russell	6th Crossing Marys River	17.8	4.4
717.13	Wrens-Russell	7th “ “ “	....	4.7
718.88	Harris-Blodgett	8th “ “ “	....	4.6
719.37	“ “	9th “ “ “	....	4.4
719.66	“ “	10th “ “ “	....	4.7
720.25	“ “	11th “ “ “	....	4.7
720.51	“ “	12th “ “ “	....	4.6
720.78	“ “	14th “ “ “	....	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	“ “	Tunnel No. 23	16.1	3.7
739.18	Nortons-Eddyville	4th Crossing Yaquina River	....	4.5
739.43	“ “	5th “ “ “	....	4.6
743.68	“ “	6th “ “ “	....	4.7
745.79	Eddyville-Chitwood	7th “ “ “	....	4.8
748.72	“ “	8th “ “ “	....	4.5
751.22	Chitwood-Morrison	9th “ “ “	....	4.4
751.57	“ “	10th “ “ “	....	4.7
751.77	“ “	11th “ “ “	....	4.8
752.4	“ “	Tunnel No. 24	16.4	4.0
752.99	“ “	15th Crossing Yaquina River	....	4.8

WENDLING BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
649.50	Hendricks-Marcola	McKenzie River Crossing	18.4	4.5
651.02	“ “	1st Mohawk River Crossing	20.3	4.2
659.86	Wendling-Hyland	2nd “ “ “	17.3	4.6

CASCADE LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	“ “	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	“ “	Tunnel No. 7 and Snow Shed	20.5	5.6
547.7	“ “	Tunnel No. 8	20.5	5.6
548.3	“ “	Tunnel No. 9 and Snow Shed	20.5	5.6
548.6	“ “	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	“ “	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	“ “	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	“ “	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14 and Snow Shed	20.5	5.6
553.9	“ “	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	“ “	Tunnel No. 17	20.5	5.6
557.8	“ “	Tunnel No. 18	20.5	5.6
558.6	“ “	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Westfir	Tunnel No. 22	18.8	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6
608.24	Pengra-Fall Creek	Fall Creek Crossing		4.9

TILLAMOOK BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
789.6	Strassel-Hulbert	Tunnel No. 25	20.1	....
801.8	Cochran-Mayo	Tunnel No. 26	19.1	4.8
803.6	“ “	Tunnel No. 27	20.0	4.6
805.7	Mayo-Enright	Tunnel No. 28	20.1	....
806.2	“ “	Tunnel No. 29	19.3	5.0
806.5	“ “	Tunnel No. 30	20.1	....
807.9	“ “	Tunnel No. 32	19.5	5.2
808.5	“ “	Tunnel No. 34	20.0	5.5
809.5	Belding-Enright	Rock Cut	....	5.7
809.9	“ “	Tunnel No. 35	19.8	5.4
810.2	“ “	Rock Cut	....	5.9
810.4	“ “	“ “	....	5.5
810.7	“ “	Tunnel No. 36	20.1	5.5
813.9	Belfort-Salmonberry	Rock Cut	....	5.7
815.0	“ “	“ “	....	5.6
815.5	“ “	“ “	....	5.7
815.81	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
817.9	“ “	Rock Cut	....	4.6
819.0	Wakefield-Batterson	“ “	....	5.5
822.1	“ “	“ “	....	5.8
830.5	Foss-Mohler	“ “	....	5.3
830.89	“ “	2nd Crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River Crossing	20.2	4.9
848.0	“ “	Tunnel No. 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River Crossing	20.3	4.9
854.37	“ “	Wilson River Crossing	21.2	....

MEDFORD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	“ “	Tunnel No. 6	15.2	3.3
515	“ “	Tunnel No. 5	16.1	3.6
516	“ “	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4.8
518	5180 feet East	Rock Cut	....	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521.40	Brandt-West Fork	West Fork Creek Crossing	21.8	4.9
523	4490 feet East	Rock Cut	....	5.2
525	125 “ “	“ “	....	5.8
526	3700 “ “	“ “	....	5.7
526	3865 “ “	“ “	....	5.3
526	4785 “ “	“ “	....	5.2
528	600 “ “	“ “	....	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut	....	5.5

Dillard. Apron on loading dock.
Shady. Loading Chute on Metzger track.

MARSHFIELD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
664.87	Long Tom-Noti	4th Crossing Long Tom Crk.	....	4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739.64	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Willard-Lakeside	Tunnel No. 20	19.9	5.4
751.2	“ “	Tunnel No. 21	20.0	5.4
763.64	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)	....	4.1
795.9	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.5
797.5	Myrtle Point-Broadbent	“ “ “ (2)	20.2	4.5
800.6	Broadbent-Warner	“ “ “ (5)	20.2	4.5
801.6	“ “	“ “ “ (7)	20.2	4.2
802.7	Warner-Gaylord	“ “ “ (8)	19.0	3.8
808.7	Gaylord-Byerle	Rowland Creek Bridge(9)	20.2	4.6
809.3	Byerle-Fensler	Tunnel No. 1	18.8	....
813.3	Fensler-Powers	Coquille River Bridge (14)	18.5	4.5

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.
The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.
Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

TRAIN AND ENGINEMEN ARE CAUTIONED TO WATCH CLOSELY FOR IMPAIRED CLEARANCE SIGNS

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Ashland to Grants Pass	Grants Pass to Glendale Glendale to Grants Pass Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Eugene	Eugene to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
T- 9	T-57 18/24 83	2161	160	1350	1800	1950	2300	1800	470	1100	490	1300	960	1050	780	....	....	....	....
T- 8	T-57 18/24 99	2174	160																
T- 9	T-57 18/24 92	2172	170	1450	1950	2100	2450	1950	530	1200	550	1400	1050	1150	870	....	....	....	....
T- 1	T-63 20/26 112	2242 to 2271	180	1850	2500	2750	3200	2550	700	1550	720	1850	1350	1500	1100	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299	200	2300	3150	3400	3950	3200	870	1950	900	2300	1700	1850	1450	2350	2050	990	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2950	4000	4350	5050	4100	1150	2550	1200	2950	2200	2350	1850	3000	2700	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384																	
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	3250	4450	4850	5650	4500	1150	2700	1200	3250	2400	2600	1950	3350	2950	1350	4550
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491																	
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	3300	4450	4850	5600	4400	1250	2700	1300	3200	2400	2600	1900	3350	3000	1400	4550
C-8, 9, 10	C-57 22/30 192-S, 194-S																		
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3450	3700	4300	3400	970	2100	1000	2450	1850	2000	1500	2600	2300	1100	3500
TW- 8	TW-54 21/32 161-S	2914 to 2923	190	2850	3850	4200	4850	3750	1050	2300	1100	2700	2050	2200	1550	2900	2600	1200	3950
TW- 4	TW-56 20/30 114	2926	160	1900	2600	2850	3300	2600	710	1550	730	1850	1400	1500	1100	1950	1750	800	2650
TW- 4	TW-56 20/30 120	2930, 2931																	
TW- 4	TW-56 20/30 122	2927, 2929																	
TW- 3	TW-50 20/26 120	2932 to 2945	170	2050	2750	3000	3450	2700	760	1650	780	1950	1450	1600	1150	2050	1850	860	2800
TW- 2	TW-50 20/26 118	2947 to 2952																	
TW- 6	TW-50 20/26 111	2957	160	1900	2600	2800	3250	2550	710	1550	730	1850	1350	1500	1100	1950	1700	800	2650
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	3800	5150	5600	6500	5100	1400	3100	1450	3700	2750	3000	2200	3900	3450	1600	5250
Mk-2, 4	Mk-57 23½/30 222-SF																		
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763, 3679	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768																	
AM- 2	AM-63 22-22/28 357-SF	3900 to 3911	210	5150	6950	7550	8750	7000	1950	4300	2050	5050	3800	4100	3100	5250	4700	2200	7100
AC-1, 2, 3	AC-57 22-22/30 441-SF	4000 to 4048	210	6700	9050	9750	11350	8950	2600	5550	2700	6550	4900	5300	3950	6850	6100	2950	9200
AC- 4	AC-63 24-24/32 475-SF	4100 to 4125	235	....	....	....	....	....	....	....	....	....	....	....	....	8950	8000	3850	12000
AC- 5	AC-63 24-24/32 483-SF																		
AC- 6	AC-63 24-24/32 517-SF	4126 to 4150	250	....	....	....	....	....	....	....	....	....	....	....	....	9500	8500	4100	12800
AC- 7	AC-63 24-24/32 515-SF	4151 to 4176																	
AC- 8	AC-63 24-24/32 532-SF	4177-4204	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	4400	5950	6450	7550	6000	1650	3650	1700	4350	3250	3500	2650	4450	3950	1850	6050
GS- 1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	4650	6350	6900	8000	6500	1750	3950	1800	4700	3500	3800	2850	4750	4200	1950	6450

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to Gaston	Gaston to Cheshire	Cheshire to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Whiteson to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro	Albany to Toledo	Toledo to Albany	Shelburn to Detroit	Albany to Lebanon	Lebanon to Albany
T- 9	T-57 18/24 81 to 94	2161	160	1250	1000	1200	1600	1250	650	1470	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500	850	590	800	2000	3000
		2172	170																									
T- 8	T-57 18/24 99	2174	160																									
T- 1	T-63 20/26 112	2242 to 2271	180	1500	1400	1590	2250	1500	880	1590	....	840	2000	....	....	1750	610	400	2000	1750	900	1100	2000	....	....	....	....	....
TW- 3	TW-50 20/26 111 to 120	2932 to 2957	160	1750	1650	1700	2400	1750	1000	1700	....	1000	2400	....	1700	2000	700	500	2200	2700	1250	1250	2200	1500	890	1230	2850	4000
TW- 4	TW-56 20/30 114 to 122	2926 to 2931	160																									
TW- 1	TW-54 22/26 147	2900 to 2913	180	2400	2290	2575	3220	....	....	....	....	....	....	....	2000	2280	950	570	2850	2900	1300	1620	2850	....	....	....	3750	5000
TW- 8	TW-54 21/32 161S	2914 to 2923	190																									
C-9, 10	C-57 22/30 192S to 200S	2513 to 2599, 2752 to 2860	210	3100	2520	2970	3960	3100	1470	3630	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710	....	....	....	....	....
C- 8	....	2698 to 2751																										

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Eugene to Noti Rainrock to Marshfield Marshfield to Rainrock Noti to Eugene	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Marshfield to Myrtle Point	Myrtle Point to Marshfield	Myrtle Point to Powers	Powers to Myrtle Point	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem
T- 9	T-57 18/24 83 to 92	2161	160	2450	1800	5500	490	600	....	....	1280	1280	600	1200	1880	850	1680	1850	2050	1280	....	....	....	....	....	....	....
		2172	170																								
T- 8	T-57 18/24 99	2174	160																								
T- 1	T-63 20/26 112	2242 to 2271	180	3100	2300	5500	720	870	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
TW- 3	TW-50 20/26 111 to 120	2932 to 2957	160	3500	2650	6000	730	890	890	1800	....	1810	850	1700	2650	1200	2400	....	....	....	....	1200	2500	590	1800	4000	1650
TW- 4	TW-56 20/30 114 to 122	2926 to 2931	160																								
TW- 1	TW-54 22/26 147	2900 to 2913	180	4650	3450	8000	1000	1200	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
TW- 8	TW-54 21/32 161S	2914 to 2923	190	5200	3900	8000	1100	1300	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
C-9, 10	C-57 22/30 192S to 200S	2513 to 2599, 2752 to 2860	210	6050	4500	8000	1300	1550	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
C- 8	....	2698 to 2751																									
Allowance for Empty and Underloaded Cars..	Less than 40 Ms.		6																								
	40 to 50 Ms.		3																								
	More than 50 Ms.		0																								

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Ashland	Dr. Harvey A. Woods	District Surgeon.
Ashland	Dr. Ernest A. Woods	Oculist and Aurist.
Medford	Dr. J. C. Hayes	District Surgeon.
Medford	Edwin R. Durno	Associate District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.
Gold Hill	Dr. Warren D. Bishop	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	Dr. W. A. Moser	District Surgeon.
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. A. C. Seely	Oculist and Aurist.
Roseburg	Dr. B. R. Shoemaker	District Surgeon.
Sutherlin	Dr. I. A. Dunlap	District Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	District Surgeon.
Cottage Grove	Drs. G. L. and W. H. Earl	District Surgeons.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. Milton V. Walker	District Surgeon.
Westfir and Oakridge	Dr. George C. Varney	District Surgeon.
Oakridge	Dr. Grant J. Gray	District Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. B. Neal	Division Surgeon.
Eugene	Dr. Geo. P. Winchell	District Surgeon.
Eugene	Dr. P. J. Bartle	District Surgeon.
Eugene	Dr. Merle G. Howard	District Surgeon.
Eugene	Dr. A. H. Norton	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Eugene	Dr. O. R. Gullian	Oculist and Aurist.
Junction City	Dr. R. S. Rogers	Dist. Physician and Surgeon.
Halsey	Dr. E. R. Powell	District Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.
Albany	Dr. M. M. Woodworth	Associate District Surgeon.
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. Julius H. Garnjobst	District Surgeon.
Salem	Dr. E. S. Fortner	District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. W. W. Baum	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	Assistant Oculist and Aurist.
Salem	Dr. W. N. Thompson	Assistant Oculist and Aurist.
Gervais	Dr. A. L. Victor	Emergency Surgeon.
Woodburn	Dr. E. S. Donelly	District Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. Edwin Hendry	Dist. Physician and Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon.
East Portland	Dr. Paul H. Homann	District Surgeon.
Portland	Dr. A. L. Berkley	Division Surgeon.
Portland	Dr. E. M. Anderson	District Surgeon.
Portland	Dr. Lester H. Emmett	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. A. J. Browning	Associate Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon.
Reedsport	Dr. J. C. Eastland	District Surgeon.
Florence	Dr. Navarre J. Dunn	Emergency Surgeon.
Florence	Dr. J. E. Gardner	Acting Emergency Surgeon.
North Bend	Dr. Ennis Keizer	Asso. Dist. Physician and Surgeon.
North Bend	Dr. Dean P. Crowell	District Surgeon.
Marshfield	Dr. G. E. Dix	District Surgeon.
Marshfield	Dr. R. J. Dixon	Assistant District Surgeon.
Marshfield	Dr. Bernard Barkwill	Oculist and Aurist.
Coquille	Dr. James Richmond	District Surgeon.
Myrtle Point	Dr. H. H. Thomas	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Mill City	Dr. D. W. Reid	Emergency Surgeon.
Stayton	Dr. Burl Betzer	Emergency Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.
Lebanon	Dr. Norman E. Irvine	District Surgeon.
Brownsville	Dr. F. A. Paden	District Surgeon.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. C. A. Bump	Emergency Surgeon.
Newberg	Dr. T. W. Hester	Emergency Surgeon.
Beaverton	Dr. C. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. Watt. H. Piercy	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
McMinnville	Dr. E. H. Barendrick	District Surgeon.
Independence	Dr. Geo. C. Knott	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. R. C. Field	District Surgeon.
Willamina	Dr. H. C. Tomlinson	Emergency Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Dallas	Dr. W. L. Pemberton	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Tillamook	Dr. Max R. Charlton	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION HOSPITALS

Good Samaritan St. Vincents, Portland, Ore.

MILEAGE

Main Lines

Ashland to Portland	S. P. Co.	339.77		
	Union Pacific	.06		
	N. P. T. Co.	.26	340.09	
Natron to M. P. 527 Crescent Lake	C. P. Ry.		86.84	
Springfield Junction to Natron	S. P. Co.		7.05	
Total Main Line				433.98

Branches

Alpine	S. P. Co.	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co.	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co.	Eugene to Myrtle Point	147.75		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co.	Salem to wye		28.37	
Geer	S. P. Co.	Salem to Geer		6.81	
Mill City	S. P. Co.	Shelburn to Idanha		45.81	
Milwaukie	S. P. Co.	Wilsonia to Willsburg Jct		3.06	
Molalla	S. P. Co.	Canby to Molalla		10.46	
Newberg	S. P. Co.	St. Joseph to Portland		36.71	
Perrydale	S. P. Co.	Broadmead to Perrydale		2.52	
Tallman	S. P. Co.	Page to Tallman		7.69	
Tillamook	S. P. Co.	Hillsboro to Tillamook		91.31	
Wendling	S. P. Co.	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co.	Cheshire to Cook via Beaverton		118.77	
Willamina	S. P. Co.	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield		92.94	
Toledo	S. P. Co.	Albany to Toledo		74.75	
Total Branches					732.30
Total Portland Division					1166.29

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40-154		78,000		
“ “ — “ “ 155-224		89,000		
“ “ — “ “ 500-506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club.....(ACI)	146,210	122,300	172,200	164,700
Official...(NAC)	170,700	155,370		
“ (ACW)—Cars 107-128			182,800	182,800
“ (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000‡
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H.P	158,400			
“ “ “ —600 H.P	167,200			

‡Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

TRAINMASTERS

J. M. TREFREN .... Portland, Ore.
W. W. McDONALD .... Portland, Ore.
E. D. SMITH .... Eugene Yard, Ore.
W. MACE .... Roseburg, Ore.

ROAD FOREMEN OF ENGINES

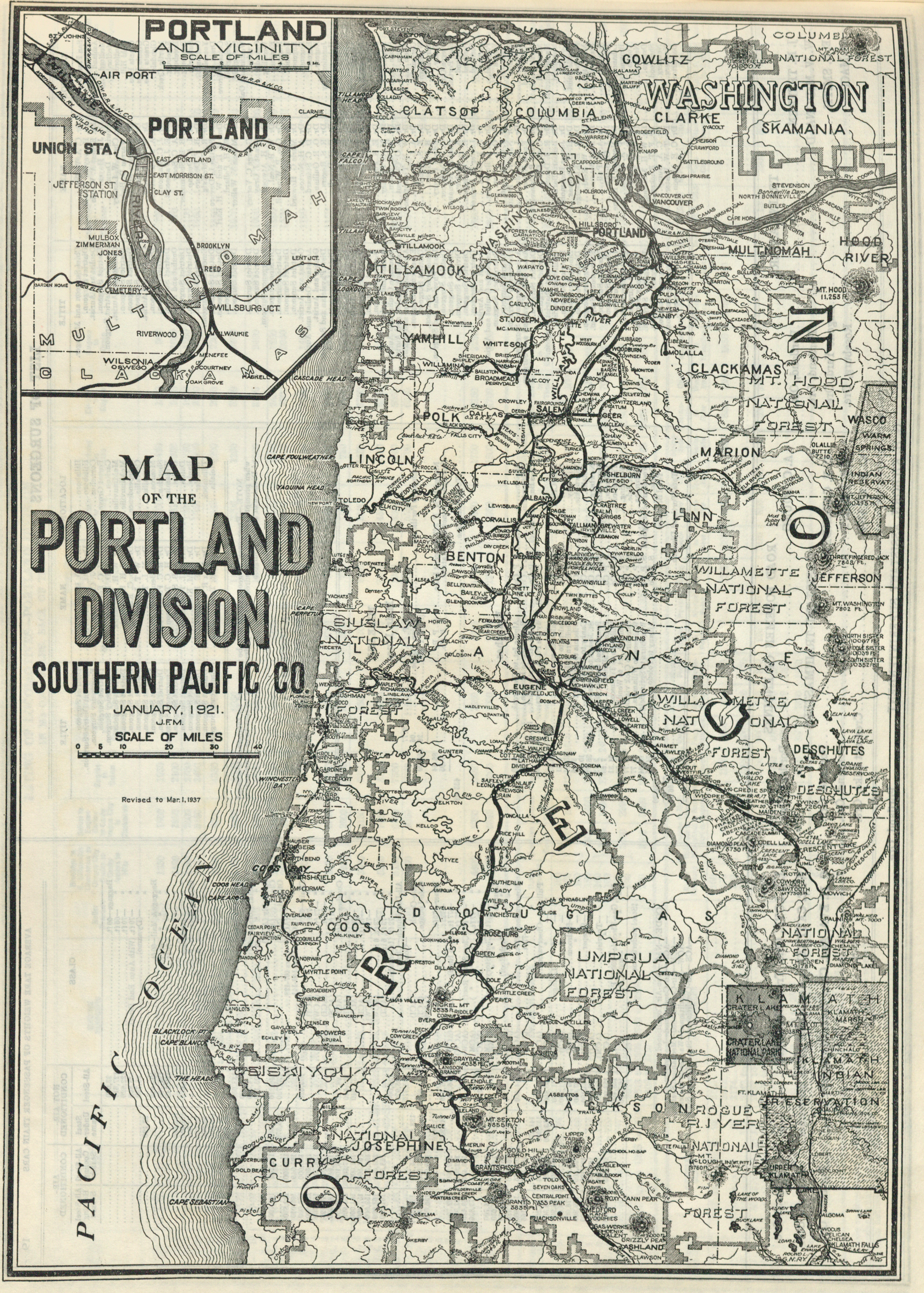
A. C. YOUNG .... Portland, Ore.

ASSISTANT TRAINMASTERS

C. E. CAVENDER .... Portland, Ore.
T. J. DENNY .... Portland, Ore.
C. H. GRANT .... Crescent Lake, Ore.

J. I. LOVE, Chief Train Dispatcher .... Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher .... Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher .... Portland, Ore.

G. H. KILBORN, ASSISTANT SUPERINTENDENT .... Portland, Ore.



PORTLAND AND VICINITY
SCALE OF MILES
PORTLAND
UNION STA.
AIR PORT
EAST PORTLAND
EAST MORRISON ST.
JEFFERSON ST STATION
CLAY ST.
BROOKLYN
REED
WILLSBURG JCT.
MILWAUKIE
RIVERWOOD
WILSONIA
OSWEGO
MULTNOMAH
CLACKAMAS
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
MARION
LINN
MULTNOMAH
HOOD RIVER
CLACKAMAS
MT. HOOD NATIONAL FOREST
MT. HOOD 11,253 FT.
WASCO
JEFFERSON
WILLAMETTE NATIONAL FOREST
SIUSLAW NATIONAL FOREST
LANE
DESCHUTES
DOUGLAS
COOS
UMPQUA NATIONAL FOREST
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
JACKSON
ROGUE RIVER NATIONAL FOREST
JOSEPHINE
CURRY
SISKIYOU NATIONAL FOREST
OREGON
PACIFIC OCEAN
PORTLAND
SALEM
ALBANY
CORVALLIS
EUGENE
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
COOS BAY
MARSHFIELD
ASTORIA
VANCOUVER

MAP

OF THE

PORTLAND DIVISION

SOUTHERN PACIFIC CO

JANUARY, 1921.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Mar. 1, 1937